

WRECK OF THE SCOTSMAN

THE LINER WRECKED IN THE STRAITS OF BELLE ISLE.

250 People on Board Safe—Str. Montfort Brought Passengers to Rimouski.

A despatch from Montreal says:—The long overdue Dominion line steamship Scotsman, for the safety of which there has been so much anxiety for the past week, was reported on Thursday morning as being ashore on Belle Isle, five miles east of the lighthouse. Her passengers and crew, numbering in all 259 souls, are reported all safe, 250 of them being on the Elder-Dampster & Co.'s steamship Montfort, which passed Heath Point Thursday morning at 8 o'clock, and signalled the news, which was conveyed to Messrs. Torrance, the local agents of the Dominion line. Later in the day Messrs. Torrance received an unsigned despatch from Change Island, Newfoundland, a point in Notre Dame bay, about 140 miles south of the point where the boat is supposed to be lying, as follows:—

Scotsman ashore on ledge close in shore five miles east of Belle Isle light. Passengers all landed, but no provisions on the island depot. All holds full. Ship lying even. Immediate assistance imperative. Reply.

The following reply was sent at once to Change Island:— Assistance will be sent. Have asked Government protection.

It is not known what day the ship went ashore, but in all probability it was about Friday, as the ship would be in that vicinity, having been reported 300 miles east of Belle Isle on Thursday.

PASSENGERS REACH RIMOUSKI.

The distance from Heath Point to Father Point is 302 miles. The Montfort passed Heath Point at 8 a. m. Thursday, so that, barring fogs or other obstacles, she will reach Father Point early Friday morning. Rimouski is but a few miles distant, and here it is intended to land the Scotsman's passengers. Arrangements have been perfected with the Intercolonial railway by which they will be brought with all possible speed to Montreal.

The first breakfast of the passengers on shore after their exciting experiences of the past week, will, if present arrangements are carried out be enjoyed at Rimouski.

VERY VALUABLE CARGO.

The Scotsman's cargo is a very valuable one. But it would be absurd to even guess at its value. The cargo was the largest which had been loaded for this port during the present season. There is quite a considerable portion of it of a more or less perishable nature when exposed to water. At present the possible loss is a mere matter of speculation, but as far as the Scotsman herself is concerned, if she goes to pieces, it will mean not less than \$750,000. She was built originally at a cost of \$500,000, but since she was floated \$250,000 extra has been spent in fitting her for the place she held on the Dominion line.

ELEVEN PERISHED.

The Montfort arrived at 11.30 with 259 survivors of the Dominion Liner Scotsman, which was wrecked off Belle Isle at 2.30 a. m., on Friday last. Eleven lives were lost.

They were: Mrs. Robinson, wife of the manager of the Canadian branch of the Sunlight Soap Co., Toronto; Miss Robinson, her daughter; Mrs. Childs, wife of the stage manager of "The Sign of the Cross company," Miss street, of Montreal; Mrs. Dickenson, of Windsor, Ont.; all first-class passengers.

The second-class and steerage passengers lost were: Miss Weavers, Mrs. Talbot, Mrs. Scott, Mrs. Skelton, and the infant of Mrs. Roberts and two others unknown.

SOME TAKEN TO LIVERPOOL.

Nine passengers and 45 of the crew were taken on to Liverpool by the Monterey and 29 passengers are left on the island and will be brought on by the first steamer.

The scenes at the wreck were most distressing. The crew behaved like fiends, it is said. This is probably due to the fact that they were a scratch crew, made up at the last moment, the regular crew having struck.

CREW GOT DRUNK.

The passengers lost everything they possessed. Had the weather been colder, many of the women and children would have perished in making their way to the lighthouse. The Montfort is a freight ship, with scarcely any accommodation for passengers, and the passengers from the wrecked steamer must have been three or four nights on board the Montfort without sleeping accommodation or other comforts. The weather, however, was not severe. The stokers on the Scotsman were a scratch lot, owing to the strike in Liverpool, and other members of the crew got

ACCESS TO THE LIQUORS

which were on board, and the officers were utterly unable to control them. The captain and officers used every effort to calm the passengers and to keep order, but were not well seconded by the crew. Boats were swung out at once, and orders given for the women and children to embark, but this was no easy matter, as the ship had listed so greatly that the deck was at an acute angle. The first boat launched was soon filled with women, but it was upset, and about 12 or 14 of the occupants drowned. The other boats were soon filled with passengers, mostly women, and stood off from the ship, the position of the steamer being unknown to the of-

ficers. Until the fog cleared there were several.

NARROW ESCAPES

from drowning while passengers were passed from the ship to the boats, but fortunately no other casualties resulted.

CREW ARRESTED WITH PLUNDER.

A despatch from Montreal says:—The outrageous conduct of a portion of the crew of the Dominion liner Scotsman in looking the vessel after it went on the rocks at Belle Isle has aroused the most intense indignation, and prompt steps have been taken to punish the offenders and recover the valuables. Warrants were issued by the Dominion line for the arrest of the Scotsman's firemen who were brought up by the Montfort, and the warrants were given to the Montreal detectives to execute. Warrants were also issued at Quebec for the firemen who were brought up on the Grecian, but the proceedings were bungled at that city. The Quebec officers went down to the wharf in uniform, and when the Scotsman's crew who were on board the Grecian, noticed them, they dropped the articles into the river, and the Quebec police could find nothing on them.

The Montreal police managed the business much more skillfully. A squad of 25 detectives in plain clothes, under command of Sergt. Campau, were detailed to await the arrival of the Montfort, and arrest the suspected firemen. The Montfort reached port about 7.30 on Sunday morning, and as soon as she was in Detective Campau and his men went on board. The men were quickly located, and surrounded by the officers. They were completely taken by surprise, and seeing that it was useless to offer any resistance, they gave themselves up quietly. Twenty-four in all were arrested.

WANTED TO LYNCH THEM.

Each man marched off the ship separately with his luggage, under charge of an officer. The news of the contemplated arrests had spread, and a crowd of several hundred people had gathered on the wharf. When the prisoners appeared, they were greeted with an outburst of yells and hoots. The crowd made a rush at the prisoners, and there were cries of "Hang them!" "Throw them into the river!" etc. The officers were obliged to draw their batons to protect the prisoners and had the crowd only had a leader, it is likely that short work would have been made of some of the dastardly crew.

The prisoners, followed by the jeering crowd, were marched from the wharf to the central police station, where they were taken to the detective headquarters. Each man was then taken into a private room and his clothes and luggage searched. Nearly all the prisoners carried sacks and bundles, which were crammed with goods.

HEAPS OF STOLEN PROPERTY.

The search resulted in a collection of a large quantity of valuables and articles of all descriptions which had been taken from the cabins on the Scotsman, by the men. The collection was a remarkable one, including clothing, ladies' dresses and belts, silk stockings and underwear, watches, jewellery, photo cameras, silver shaving cases, pipes, fancy robes, silk dresses, valuable diamond and other rings and pins, brushes, boots and shoes, shawls, and pocketbooks, in many instances containing money. All had been crammed together into the bags.

CHILDREN SWEEPED TO DEATH.

Thrilling Story of the Destruction of a Girls' School in India.

(A despatch from Calcutta, says:—The story of the destruction of the Ida Villa branch of the Calcutta girls school, supported by the American Methodists, is related by Miss Stahl, who saved many of the children. A landslip compelled the occupants to leave the buildings, and Miss Stahl, guiding the children, commenced a perilous climb, finally gaining the Mall road. All the time rain was pouring down in torrents, the earth was shaking, and the children were terrified. The blackness of the night, falling boulders, the crashing of trees, and fears of the earthquake, finally compelled the party to return to the Ida Villa. Even then Miss Stahl had a struggle with the children, who, fearing the collapse of the house, sought to fly into the night.

Misses Reid and Soundry finally made another attempt and escaped with the children. They were, however, overwhelmed by a landslip. The teachers escaped, but many of the children perished. In the meantime the Ida Villa had been also destroyed. Will Burlee, the sole survivor, says that when it was seen that escape was impossible a sister made them all kneel in prayer, and while kneeling the house was swept away.

It is estimated that the loss to the tea garden proprietors alone is about \$5,000,000.

Queen Victoria on hearing of the disaster telegraphed her profound sympathy to the bereaved families.

LOSS \$100,000, NO INSURANCE.

Klawok Salmon Cannery, on Prince of Wales Island, Totally Destroyed.

A despatch from Victoria, B.C., says:—The steamer Tees, of this city, from the North on Wednesday night, reports the total destruction by fire of the Klawok salmon cannery, on Prince of Wales Island, together with all the adjoining buildings, fifteen or more residences of fishermen, and 8,000 cases of salmon.

The loss, upon which there is no insurance, is placed at \$100,000. The cannery was the property of the North Pacific Trading and Canning Co.

DEWEY DAY IN NEW YORK.

THE CITY'S MAGNIFICENT WELCOME TO THE HERO OF MANILA.

A Spectacle of Transcendent Impresiveness—Popular Enthusiasm for the Admiral Finds Vent in Continuous Cheering.

A despatch from New York, says:—The blue-jackets on Admiral Dewey's flagship were hard at work long before sunrise on Friday morning washing down decks and preparing the flagship for the most magnificent naval demonstration that has ever taken place in an American port. Like activity was in progress on the other warships riding at anchor below the Olympia. The scene was a glorious one as the sun's rays glistened on the white side of the big vessels and the black hulls of the small ones. The weather could not have been more delightful. There was scarcely a cloud in the sky, it was pleasantly cool, and there was a light breeze from the south just strong enough to straighten out the flags.

THE GREAT NAVAL PARADE.

At 1 o'clock sharp the squadron got under way. It was an inspiring moment when the column started up the harbor, and the great naval parade began to be a reality. First came the police boat patrol, which was the apex of a wedge spreading out to the fireboats, New Yorker and Van Wyck, which followed abreast. The steamer Sandy Hook, having on board the Mayor and the representatives of the City of New York, with the standards of the city flying from the fore and aft masts, steamed alongside the Olympia, the flagship of Admiral Dewey, on the port side. Along followed the armored cruiser Chicago, the flagship of Rear-Admiral Howison; the armored cruiser New York, the flagship of Rear-Admiral Sampson, with its big turrets and guns, appearing like a moving fortress as it followed, in the wake of the Chicago; the two first-class battleships Indiana and Massachusetts, grim and menacing, in the order named, steamed along, followed by the battleship Texas, with the Brooklyn astern. In the rear of these modern engines of war came the Lancaster, then followed the gunboat Marietta, with the auxiliary cruiser Scorpion behind. Abreast steamed the torpedo boats Porter, Dupont, Ericsson, Winslow and Cushing and following them came the natty revenue cutters Manning, Algonquin, Gresham, Winslow and Onondaga. Next in line were the transports Sedgwick, McPherson and McClellan, and after them came the hospital ship Missouri. Then began the civic and maritime aspect of the big naval parade. Flying the flag of the State of New York and having on board the representatives of the naval militia, came the steamer Monmouth, followed by other boats with members of the naval militia. In single file came the General Slocum and Glen Island, with the members of the general committee of citizens, the Mount Hope with the legislative branch of the city government, the Warwick with the heads of the city departments, and the Mat-tewan with members of the press. Then followed, two abreast, 98 graceful, magnificently-appointed yachts, led by the Corsair, the flagship of Commodore J. Pierpont Morgan, and Sir Thomas Lipton's yacht Erin. After the yachts came 100 steamships of the merchant marine, with three flagships in single file, then five steamers abreast and the remainder in files of twos. The third and last division of the parade consisted of more than 100 handsomely decorated tugs, yachts, pleasure crafts, etc., coughing, snorting and churning the water and making ten times the fuss of a big warship. There were side wheelers, propellers, electric boats and every kind of craft except a sailing vessel.

GREETING TO THE OLYMPIA.

As the Olympia came abreast from the battery a mighty shout from the people began. As the flagship moved up the river waves of cheering rose and blasts from all the steam craft at the wharves and in the river. Men and women both became hysterical as they shouted and screamed their tributes to the Admiral. After the warships, Sir Thomas Lipton's steam yacht, the Erin, was much applauded. Sir Thomas Lipton had taken up a position on the bridge of the Erin, the moment she got under way, to guide the starboard column, and, except for a few minutes spent on the quarterdeck, just after passing the battery, he remained at the side of the skipper, Capt. Mathews, waving his yachting cap in response to the babel of human and steam tongues until after the Erin had rounded the turning-point off Grant's tomb. There were many distinguished guests on the Erin, including the Hon. Charles Russell, who arrived from England yesterday; Sir R. Burdett, Halford Burdett, Hugh C. McGildoway, James Craig, Col. Sharman-Crawford and Dr. F. Mackay. In the line of yachts were two other visitors, the Erl King and the White Ladye. From some points on shore Admiral Dewey could be seen standing on the bridge of the Olympia, and wherever this was the case the noisemaking and waving of handkerchiefs by the crowds surpassed that at other points. The crowd waiting at Grant's tomb was the largest ever gathered there. The officer in charge of the great mausoleum said that seventeen thousand persons, as near as he could estimate, had visited the tomb during the morning, and all of these and many more remained in that vicinity to see the warships.

The parade was one hour and fifteen minutes passing Fulton street. The vessels moved at about eight knots an hour.

BOER TROOPS ADVANCING.

Hostilities Expected to Commence Early This Week.

A despatch from London says:—From all points in the Transvaal, Natal, and Capt Colony come reports of continued military activity on the frontiers, and while the movements of individual commands as yet do not show concerted plans, it is evident that the narrow, wedge-like strip of Natal whose apex is crowned with the ominous name of Majuba Hill, will be the centre of the coming storm. Late on Saturday the Boers established a camp at Scheepers Nek, near Vryheid, and they will mobilize a great force on the Buffalo river on Sunday, which the authorities at Dundee expect will move across the border to that spot, probably at once. It is believed that a conflict at this point will certainly occur early in the week. At the same time the Boers are collecting a force of 2,000 under Commander Cronje near Mafeking, where Col. Baden-Powell is stationed. Despatches from Tuli, Rhodesia, announce that another force of burghers is massed at Pietersburg, fifty miles south, and that outlying parties are posted at all the drifts along the Limpopo river.

In the meantime Col. Plummer's column is moving 50 miles nearer the Transvaal frontier, and has established telephone connections to within six miles of Rorke's drift on the Limpopo. Enthusiastic scenes at all the railway stations have marked the advance of the Natal volunteers.

TRYING TO INCITE NATIVES.

Despatches from Mafeking announce that Commandant Cronje, commander of the border police, crossed the border and visited Chief Baralanga, apparently with the object of inciting him to flight. The British Civil Commissioner ordered the chief to stay and protect the women and children, telling him that he would not be allowed to fight.

The Boers openly threaten to raid Vryburg, in British Bechuanaland, as soon as hostilities open, and the Kimberley Advertiser complains of the apathy of the Cape Ministry in not taking steps to prevent this.

The Transvaal field cornets are taking the names of colonial Boers who are willing to cross the border in the event of war.

It is evident that Buffalo river, the north-eastern boundary of Natal, is to be the Potomac of the war. In view of its strategic value, Joshua Joubert, has taken absolute command, of the forces there. He is placing a strong line of pickets along the river, and has ordered the natives to drive in all the stocks. All the available burghers in the neighbourhood have been requisitioned, with the result that some 2,000 have mobilized at Wakkerstroom, the chief point of mobilization there.

WANT TO LOCATE IN COLONIES.

Welshmen, if They Come to Canada, Desire to Preserve Social Institutions.

A despatch from Winnipeg says:—The Welsh farm delegates, headed by Lloyd George, M.P., for the east on Wednesday after a thorough inspection of Western Canada. They are much impressed with what they have seen, and believe the country eminently suited for Welsh farmers, though they will recommend that, if any considerable numbers come out, they locate in colonies so they can preserve the social institutions which are dear to them.

Superintendent Pedley and Commissioner McCreary, of the Immigration Service, who have just returned from the Doukhobor colony at Yorkton, state that the stories of privation among these people are untrue. They have plenty of supplies, and will be able to tide over the winter nicely with money that the men are now earning.

HIT THE FOX WITH HIS GUN.

The Weapon Was Discharged and Hunter Was Killed.

A despatch from Gravenhurst, Ont., says:—Fred Shunter, of Glen Orchard, while out hunting, shot a fox. Immediately after shooting he reloaded his rifle, but neglected to put down the hammer. He found the fox was not quite dead, and struck it a blow with the butt end of his gun, which discharged. The ball pierced his right hand and entered his right side, passing clean through his body just below the heart. Although in great agony, he managed to crawl to his house, a distance of about a quarter of a mile, but expired shortly afterwards. Deceased was about 27 years of age, and leaves a widow and one child to mourn his loss.

300 CARS OF WHEAT DAILY.

Average Shipments From Manitoba to Lake Points.

A despatch from Winnipeg, says:—The C.P.R., announces a reduction in elevator charges at Fort William to half a cent a bushel, including 15 days' storage and cost of cleaning and spouting to vessels.

An average of 300 cars of wheat per day are being shipped to lake points. The price reached 60 cents at country points on Wednesday.

MARKETS OF THE WORLD

Prices of Grain, Cattle, Cheese, &c in the Leading Markets.

Toronto, Oct. 3.—We had fifty-five loads of offerings come in this morning. The feature of the market, however, was a general dullness, and a large proportion of the receipts was left over.

But little demand existed for shipping cattle, and the price ranged from \$4.25 to \$4.85 per cwt., with a little more occasionally for selections.

Most of the butcher cattle were of inferior quality and was not wanted. The top price for good stuff was 4c per lb., though an eighth and perhaps a quarter more was in a few instances paid. Good ordinary butcher cattle sold around 3 1-2c per lb., and common stuff as low as 3c. Only the good cattle sold to-day.

Sheep and lambs were again weaker, quite a quarter per hundred off.

Shipping sheep are worth from 3 1-4 to 3 1-2c per lb.

Hogs are nominally unchanged but weaker. The prices to-day were 45-8c per lb. for choice hogs, scaling from 160 to 200 lbs., and 41-8c per lb. for light and fat hogs.

Following is the range of current quotations:—

Cattle.	
Shippers, per cwt.	\$ 4.25
Butcher, choice do.	3.75
Butcher, med. to good.	3.25
Butcher, inferior.	3.00
Stockers, per cwt.	3.00
Sheep and Lambs.	
Ewes, per cwt.	3.25
Spring lambs, each.	2.25
Bucks, per cwt.	2.50
Milkers and Calves.	
Cows, each.	25.00
Calves, each.	2.00

Hogs.	
Choice hogs, per cwt.	4.25
Light hogs, per cwt.	4.00
Heavy hogs, per cwt.	4.00

Toronto, Oct. 3.—Wheat—Is steady at 67c for red and white wheat. Spring is quoted at 66c on the Midland. Buyers here quote 70c for goose wheat. Manitoba wheat is firmer, with buyers in the west asking more money. No. 1 hard is quoted at 81 1-2c to 82c grinding in transit and 80c to 81c west. Flour—There is a fair export demand and the market shows an advance of 5c over sales made last week. To-day cars of straight roller sold at \$2.95 in barrels west and at \$3.25 laid down Montreal.

Millfeed—The market is steady at \$14 to \$14.50 for cars of shorts and \$11 to \$11.50 for bran west.

Barley—is steady. Local buyers are quoting 42c for No. 1 east and 41c west, No. 2 at 39c west, and feed, which, it is expected, will be scarce, most of the crop grading No. 1 and 2, at 35c to 36c outside.

Rye—is firm at 54c east, 53c middle freights and 52c north and west.

Corn—is steady at 40 1-2c for American on the C. P. R. here.

Oats—Are steady, with sales of white for export at 25 1-2c, west.

Oatmeal—is quiet at \$3.40 for cars of bags and \$3.50 for barrels on the track here.

Peas—Are rather easier, with sales at 60c, west.

Buffalo, Oct. 3.—Spring wheat limits unchanged. Winter wheat, millers holding off; No. 2, red, 7 1-2c; No. 1 white, 7 1/2c, local. Corn quiet; No. 2 yellow, 33c; No. 3 yellow, 33 3-4c; No. 2 corn, 33 1-2c; No. 2 yellow, 33 3-4c; No. 3 yellow, 33 1-2c, in store. Oats firm and stronger; No. 2 white, 28 3-4c, to 29c; No. 3 white, 28 1-4c; No. 4 white, 27 1-2c, to 27 3-4c; No. 2 mixed, 27c; No. 3 mixed, 26 1-2c, through billed, Rye quiet; No. 1, 65c; No. 2 64c, asked on track.

BLEW OFF HIS HEAD.

Samuel Wood Had a Lot of Trouble, and His Mind is Supposed to Have Become Unhinged.

A despatch from Brantford, Ont., says:—Word reached this city on Thursday morning of a melancholy tragedy which occurred on Wednesday near the village of Kelvin, in Burford township. A man named Samuel Wood, tired of life, first shot his faithful dog dead and then blew off his own brains. Wood was 50 years of age, and unmarried. He had had a lot of trouble, and his mind is supposed to have been unhinged. Wednesday he took his shotgun, and calling his dog, walked towards a woods not far from his home in search of small game. The man must have been brooding over his troubles, for just before he reached the woods he turned on the dog at his heels and shot him dead. He then walked into the bush, where he came upon some men at work. The men asked him what he had shot at, and he replied that he had killed his dog, but would give no reason except that it was better dead. Wood then strolled back to where the dog lay, and before anyone noticed what he was doing placed the muzzle of the gun to his head and pulled the trigger by means of a stick. The whole top of the man's head was blown off, and he fell dead instantly close beside the body of his four-footed companion. The coroner was notified, but did not deem an inquest necessary.

NOVEL BERLIN ORDINANCE.

Berlin booksellers are strictly forbidden to sell school children books stitched with wire, as several cases of blood poisoning have been traced to scratches from rusty wire.