H. M. CONDOR LOST AT SEA.

Wreckage Picked Up on the Pacific Coast.

WAS BOUND TO HAWAII.

She Left Victoria on the 2nd of December—Fears That She Foundered in a Gale the Day After—List of Her Officers—Were 130 Officers and Men—Description of Vessel.

Victoria, B.C., Feb. 6.—The arrival of the steamer Queen City from the west coast of Vancouver Island tonight served only to confirm the fears of those who believed the British sloop of war Condor was lost on the way from this coast to Honolulu. The Condor left Victoria on the 2nd of December, in company with the flagship Warspite, the latter proceeding south to the southern station and the Condor proceeding on towards Honolulu. She sailed from here on the 2nd, and on the night of the third there was a heavy blow, in which the collier Mattewan was lost and other craft came to grief.

Naval Officers' Theory.

Little apprehension, however, was felt for the Condor until early in January, when vessels arriving here and in San Francisco reported that she had not yet reached the Hawaiian Island port. Naval officers, even then, refused to believe she was lost. Captain Fleet, who was in command of the station in the absence of the admiral, thought she had burnt up her coal in the gale, and resorted to her sails, and failed to reach Honolulu, owing to striking in a belt where trade winds do not blow this time of year. Even yet they fail to credit the news that the warship would be lost even in a heavy blow. Notwithstanding this, a few days ago the warship Phaeton put out in search of her, and the United States Government has since sent the cutters Grand and McCullough to look for her.

To-day the warship Egeria of this squadron also put out in search of her. The news which the Queen City brings is most disquieting. Her officers state that on the 6th of January the Indians off Ahousett picked up a portion of a boat. On the stem was the letters "XIV." in Roman characters. Below this was "S. H. B." or "S. L. I. V." Below this again were the letters "S. H." and the figures "98." They also found two boat grips of galvanized iron, the rings about six inches in diameter, attached to which are two short pieces of chain. On the rings were the letters "M. T." and "S. R." The boat was white and had a copper bottom similar to boats of warships. But there was still greater evidence attesting its identity. It had the brass letter "C" on a black boss, and the broad arrow, which signifies the property of the Admiralty of Britain, and the removal or defacement of which is attended by a fine.

The lighthouse keeper at Cape Beale also found a chronometer and a gold watch and chain. The watch was numbered 5,833, and was an open face Bartlett movement. The chain was square bar link, with green agate charm in the shape of a Maltese cross. The chronometer was of English pattern. A name board was also picked up, having the letter "C" on it. Everything about indicated that it was from a warship, even if it had not the telltale "C," which indicated from the Condor.

Description of the Vessel.

The Condor was a new boat, and was just assigned this station this year, this being her first commission. She was regarded as very modern, but her trip out to this station indicated that she was not a model sea boat, as she had a very rough time in the English channel, and some of those on board of her afterwards wrote to the service papers at home complaining of the build of the vessel, and drawing attention to the fact that her decks being of the well type she suffered heavily in seas, which broke over her. After making the tour of the Hawaiian Islands she was to join the new flagship on her arrival at Coquimbo, on the southern station, and was to reach here some time in May. The Condor was built in Chatham in 1898, was a sloop of 980 tons, I. H. P. 1,400, N. D. 13 knots. commander, Clifton Sclater; Lieutenants, B. Mason (navigation), and Henry V. F. Proctor; surgeon, T. S. Hartley; assistant paymaster in charge, Wm. H. Franklin; artificer engineer, George J. Detten; engineer, D. A. Burns.

Commander Sclater's wife is living in this city, and is distracted ed with grief.

The crew numbered 130 officers and men.

HELD FOR EXTRADITION.

Murray Returns From Ogdensburg After Seeing Melvin Hall.

Toronto, Feb. 3.—Inspector Murray has just returned from Ogdensburg, where he was successful in having Melvin Hall, the former terror of Stormont and Glengarry, held for extradition. The papers have been sent to Washington, and within a short time the inspector expects to have his man. At Ogdensburg the inspector was put on the rack by the two lawyers of Hall, and for two days was examined on all conceivable subjects. He was even asked to identify the signature of Lord Minto. An interesting witness for Hall was his alleged wife, who less than a year ago at Cornwall swore she was only his housekeeper. At Ogdensburg she swore she had been married to Hall for 16 years.

TROLLEY CARS WRECKED.

Three People Killed and Two Fatally Injured.

Pittsburg, Feb. 6.—Three people killed, two fatally hurt and a score of others more or less injured, is the record made by two runaway cars on the Monongahela branch of the Pittsburg Railway Company to-night. The accident happened at the foot of the long hill running into Wilmerding from McKeesport. A car without passengers got beyond control of the motorman and dashed down the hill a quarter of a mile at a terrific speed. At the bottom it jumped into the Pennsylvania Railroad station, carrying away the side of the depot and tearing up the platform. A large crowd gathered about the wreck and twelve minutes later a second runaway car came tearing down the hill and ploughed into the crowd with death-dealing force.

CANADA ATLANTIC

To be Owned by the New York Central.

NEW ROUTE TO QUEBEC.

Ottawa, Feb. 3.—"You may say that I have had a conference lasting for an hour and a half with Mr. J. R. Booth this afternoon, and that probably by to-morrow afternoon the transfer of the Canada Atlantic system to the New York Central will have been consummated. It will be a pretty good thing for Ottawa, don't you think?"

This was the statement made this afternoon by Dr. Seward Webb, of New York, one of the directors of the Vanderbilt system, and president of the Wagner car system. Dr. Webb arrived in the city early at noon and went to Government House to be the guest of their Excellencies for a day or two, while he was in the city. He saw Mr. Booth later in the day.

Stock of the Company.

The capital stock of the Canada Atlantic Railway consists of $2,000,000 of preferred stock, $5,200,000 of common stock, and $4,200,000 of first mortgage 5 per cent. bonds, making a total capitalization of $11,400,000. The road is well equipped. The net earnings of the company last year were $403,000. If as stated in the despatch, the price of the Canada Atlantic is $10,000,000, that figure would pay nearly par on all the stock, both common and preferred, besides taking up the bonds. So that the stockholders—principally Mr. Booth—would get good value for their interest.

Consolidating Two Systems.

The Booth system runs from Parry Sound, on the great lakes, to Coteau on the Grand Trunk, thence crosses the St. awrLence to Valleyfield and into the United States, crosses the St. Lawrence to Valleyfield it connects with the St. Lawrence and Adirondack system, an adjunct of the New York Central. The St. Lawrence, and Adirondack goes from Valleyfield toward Montreal, which it reaches over the C. P. R. bridge at Lachine. But it is designed to extend the road to St. Lambert, opposite Montreal, where it will connect with the South Shore Railway, which is being built to Quebec. Dr. Seward Webb, the New York Sun says, is now engaged also in a project to consolidate the South Shore Railway in Canada with the Quebec Southern, which runs from Swanton, Vt., to Sorel, Canada.

The whole result of the purchase of the Booth system by Dr. Webb and his friends will be to consolidate, under the New York Central control, a railway connection between New York and Ottawa, and between the great lakes to Quebec, via the south shore of the St. Lawrence. Mr. Booth has been planning for a direct and shorter line from the lakes to Quebec, on the north shore, and the New York Central would fall heir to that also.

Formerly Two Companies.

The total mileage of the Canada Atlantic Railway Company is 466. Up to three years ago the system constituted two separate companies, the C. A. R. and the Ottawa, Arnprior, and Parry Sound Railway, but the two roads were united under one company by act of Parliament in 1899.

Will Shorten Distance.

Dr. Webb said that about a year ago he became aware of the fact that Mr. Booth would not be unwilling to sell the Canada Atlantic Railway if he got a satisfactory price, and since then negotiations have been quietly in progress. Dr. Webb said he would be glad to get hold of the Canada Atlantic, as it would shorten the distance between Ottawa and New York and would benefit other of the railway properties he controls.

The negotiations are being conducted with so much secrecy that it is impossible to get anything like accurate information. It is said, however, on reliable authority that the deal will not affect the Canada Atlantic Transit Company, a separate concern, incorporated under the laws of Canada and of the State of Wisconsin. This is the company which operates the line of freight carriers on the great lakes connecting with the Canada Atlantic Railway.

GERMANY AND THE JESUITS

Government Questioned Regarding Rescinding of Exclusion Law.

Berlin, Feb. 3.—Herr Spahn, on behalf of the Centrists, interpellated the Government in the Reichstag today regarding the attitude the Bundesrath was likely to adopt towards the bill passed in February, 1899, rescinding the Jesuit exclusion law.

Count von Posadowsky-Wehner, the Imperial Secretary of State for the Interior, in reply, referred to the deeply-rooted apprehensions of the Protestants in regard to the readmission of the Jesuits into Germany, and to the necessity for the most mature consideration. He said the Bundesrath's decision might be expected during the present session.

MORE WEALTH IN KLONDIKE

Rich Discovery 28 Miles from Dawson City.

ONE CLAIM YIELDS $64,000,000.

Victoria, B. C., Feb. 6.—News has been received here from the Klondike, of a rich mining discovery in Indian River, a tributary of the Klondike. This river and its tributary creeks were very thoroughly prospected for gold in the early days of the Klondike rush, and many owners of claims got fair returns. Some miners who had worked in the South African gold fields were struck with its similarity to the rich "blanket" deposits of the Rand. Subsequent examinations showed that the ore ran from $1 to $200 a ton.

John Hepburn, an experienced miner of British Columbia, satisfied himself to the extent and value of the deposits, and then secured options on 132 claims of the 180 that had been staked. He is now on his way to London to interest capital in developing his properties. He asserts that one of his claims will yield $64,000,000 in gold. The conglomeratic deposit, so far as located, is eight miles long, with a width of one and a quarter to four miles. Its thickness is unknown, as no sinking has been made.

The new Eldorado is twenty-eight miles from Dawson, the Klondike capital. A wagon road traverses the Indian River Valley. This wagon road will be replaced by a railroad during the coming summer, all arrangements for which are in the hands of E. C. Hawkins, who was one of the builders of the White Pass and Yukon Railway.

No little excitement exists here, in New Westminster, and near the town of Sumas, B. C., over the alleged discovery of alluvial gold in considerable quantities near Sumas, which is situated a few miles from the international boundary line and fifty miles from Vancouver.

An old Klondike miner named William Davis made the first discovery while sinking a hole for staking a quartz claim. In the bottom of the hole he states that he found a number of nuggets, and also found other traces of gold in the vicinity. The find is supposed to be in the former bed of the Fraser River.

Claims were immediately staked in the vicinity of the find and many Vancouver people, business men as well as miners, are staking more claims as near the original as possible. On the mountain side near by free milling gold quartz has been found, worth, it is claimed, $500 to the ton. This find, too, is attracting large numbers of people armed with mining stakes.

Experts have hastened to Sumas to ascertain precisely the value of the alleged discovery.

MRS. THEODORE ROOSEVELT.

Reproduced From Her Latest and best Photograph.

FARM PUPILS FOR CANADA.

Increasing Interest in This Country Tempts London Agencies.

London, Feb. 3.—In consequence of the agricultural prosperity in Canada, a number of agencies have sprung into existence in the United Kingdom which offer to secure situations on Canadian farms for young settlers, for which a premium is demanded. The High Commissioner has announced that any young man possessing a sound constitution and who is prepared to accept the conditions of farm life can secure the opening he desires without any payment as a premium. Assistance will be given to inquirers at the High Commissioner's office.

KILLED HIMSELF.

Did He Intend to Kill Senator Brackett First?

Saratoga, N. Y., Feb. 6.—Former Villager President Caleb W. Mitchell committed suicide here to-day. Before killing himself, Mitchell called at the office of State Senator Brackett, who happened to be out. He seemed disappointed at not finding him, and was greatly excited.

Early in the day Mitchell purchased a revolver, saying he was going to shoot cats. He was partly disguised as a tramp when he called at the office of Senator Brackett. Mitchell was the fifth member of his family to commit suicide, and he is believed to have been mentally unbalanced for an extended period. A few years ago he was legislated out of office and he complained that all of his friends had abandoned him.

HINSEY IS EXONERATED.

Knights of Pythias Trial Board Acquits Him

OF ANY FINANCIAL CROOKEDNESS

Chicago, Feb. 3.—After 23 sessions, a committee of five Past Chancellors of Inter-Domain Lodge, Knights of Pythias, has unanimously voted to acquit John A. Hinsey, of the charges brought against him.

Mr. Hinsey is the former head of the insurance department of the Knights of Pythias. Charges of mismanagement and misappropriation of the department's funds were made against him at the meeting of the Supreme Lodge in Chicago last July. A few weeks ago he was tried on criminal charges brought against him before Judge Dunne, and was aquitted. The trial in the Order, however, was of a different character. For twelve years Hinsey was the head of the Endowment Rank, and resigned a year ago.

The Supreme Lodge, in session last July, announced that a shortage of $500,000 had been found, that the loss had endangered the existence of the department of which he was the head, and sixty-three charges, including embezzlement, submitting false reports, and misconduct and mismanagement of the insurance department were made.

Five Past Chancellors of Inter-Domain Lodge, McCormick, Wright, Davis, Phillips and Godding, were appointed to try Hinsey, and they began the hearing of evidence last September. At the 23rd session, just concluded, the verdict of acquittal was rendered. The evidence which the defence produced was to the effect that $500,000 had been loaned on good security and since paid back to the treasury. In another paragraph Hinsey was charged with appropriating to his own use $1,726 while he was secretary of a Milwaukee lodge in 1893, and this charge was also disproved.

RELEASE DELAYED.

Brigands Wish it to Take Place on Turkish Territory.

Vienna, Feb. 3.—A telegram has been received here from Sofia, saying that the brigands wish the liberation of Miss Stone, the captive American missionary, to take place upon Turkish territory, and that the Turkish Government will not consent to this arrangement, unless it be advised of the time and place of the passage of the brigands across the frontier. The Turkish Government also requires that a neutral escort accompany the brigands.

HAVE MARKHAM RELATIVES.

Ralph Hall and Wife Stranded in Buffalo.

FOOD REFUSED THEM IN CANADA.

Buffalo, N.Y., Feb. 3.—"Life may be tough in Kentucky and a man's life is not safe, but I rather go back to Kentucky than run any chances of starving to death in Canada." Such was the statement made today by Ralph Hall, who, with his wife, walked 800 miles to visit relatives in Markham, Ont., and, getting as far as St. Catharines, were compelled to return, they say, to this country, because Canadian people refused to assist them.

They were allowed to sleep in the station house at St. Catharines on Saturday night, and early Sunday morning were sent to Niagara Falls. When they arrived there they were given food and shelter for the night, and yesterday morning were sent on to Buffalo. Last night they slept at the Almshouse, and to-day their case is being investigated by the agent of the State Board of Charities, who will write to the relatives in Canada and ask them if they will care for the couple. If they refuise, Mr. and Mrs. Hall will be sent back to Kentucky. Hall says he left his home in the mountains on Dec. 27th, and has been travelling ever since. With his wife he left to avoid giving testimony in a shooting affray, in which Sheriff Dave Justice and his brother were killed by the Bowen brothers.

Hall declares that if he went into court and testified against the prisoners he would have been a dead man in 24 hours.

MINE-KING'S TRAGIC DEATH

Was in His Room in Murray Hill Hotel.

WAS PREPARING TO GO OUT.

New York, Feb. 3.—The Journal has the following: The death of J. Roderick Robertson, one of the explosion victims, who was stopping at the Murray Hill Hotel, was tragic.

Mr. Robertson occupied the room adjoining one at the northeast corner of the main floor. It was known as Parlor N.

As near as can be learned, Mr. Robertson was standing in front of the mirror, next the window that looked out on Park avenue. He was putting on a black felt hat, preparatory to going out, when the explosion occurred.

The force of the blast sent him through the wall, directly in the rear of the window, and into the bathroom behind it. Striking the wall behind this, he was hurled back again through the hole in the first wall, against the bed that stood in the northwest corner of the room. His head was severed. His coat, waistcoat, shirt and trousers were torn to pieces, Even his shoes were ripped from his feet.

Mr. Robertson was a millionaire mine-owner of Nelson, British Columbia.

Father Smith, the fire chaplain, discovered the body, when, with firemen, he broke into the room.

Shortly after the body had been removed, District Attorney Jerome entered the room with two assistants, four men from the County Detective Office and a photographer. Policemen were told to allow no one to come in, and the District Attorney started a thorough investigation of the apartment.

Mr. Robertson, who was about 57 years old, was one of the best known men in British Columbia.

TRAGEDY OF A HOTEL.

Wayward Youth Reaches the End of His Tether.

Chicago, Ill., Feb. 3.—Dr. Harry J. Ziegler, of Lancaster, Pa., fatally wounded his wife, Anna, and then killed himself, at the Wellington Hotel. In a note the physician declared that he and his wife had decided to die and that as he lacked the nerve, Mrs. Ziegler had promised to commit the act. The woman before being removed to the Samaritan Hospital in a dying condition, declared that the shooting was done by her husband.

A Lancaster, Pa., despatch says: Harry J. Ziegler, who killed himself and wife in a Chicago Hotel today, was no physician. He was 26 years old and a son of William J. Ziegler, for many years the Philadelphia & Reading Railroad station master here.

Young Ziegler was wayward and wild, even as a school boy, and was hardly 21 years old when he married Miss Harriet Baker, of this place. They soon parted, but were never divorced. The woman Ziegler killed was not his legal wife. After leaving school he joined the schoolship Saratoga at Philadelphia, but wearied of the strict discipline and left the ship. He then entered the service of the Reading Railroad, but three years ago enlisted here in the regular army, and was sent to the Philippines, where he was employed in the hospital service. He probably acquired sufficient knowledge of medicine there to enable him to pose as a physician. His family last heard from him a year ago and he was then in the island of Luzon.

Editor Was Deported.

St. Petersburg, Feb. 6. — The Rossiya, a Liberal newspaper, recently published a feuilleton dealing with a fictitious Royal family. The Imperial censor saw therein a thinly-veiled attack on the Russian Royal family, including the Dowager Empress, and the paper was peremptorily suppressed. M. Sazonoff, the editor, was deported to Pskoff for five years, and M. Amphiteatroff, the writer, was exiled to Irkutsk indefinitely.

TURNED TO STONE.

Body of Federal Judge in Omaha is Found to be Petrified.

Omaha, Neb., Feb. 3.—When employees of the cemetery a few days ago endeavored to remove from the vault the coffin containing the remains of Judge Elmer S. Dundy, who died about five years ago, they were surprised by its great weight. It was to be sent to New York, and it took seven men to lift it. Local physicians examined the remains, who found that the body had turned to stone, attributing the phenomena to the embalming fluid.

The casket was perfect, being hermetically sealed. The features of the decedent were well preserved even for the long time of five years.

In a lengthy statement, Dr. Kalol, a local physician, says that it is evidently a case of genuine petrifaction, although it might be an apparent petrifaction by the hardening of the tissues, which would produce that result for a considerable length of time.

Judge Dundy was born in Ohio, in 1820, and in 1857 located in Nebraska. In 1863 he was made associate justice of the territorial court and in 1868 was named judge of the United States court, which position he held until his death.

STEAMER RED ROCK LOST.

Had a Cargo of Salmon Consigned to London.

ALL ON BOARD PERISHED.

Victoria, B. C., Feb. 6.—Despatches from Alberni also report that the Indians have picked up a life buoy and some cases of British Columbia salmon marked "Red Rock, Glasgow." They have also found some stanchions and cabin doors, painted white, and other wreckage.

The lighthouse keeper at Carmanah found some time ago a number of kegs, two hatchets, painted a reddish brown, two white painted cabin doors, a number of broken oars, a life raft about 35 feet long, which was broken in two, the lower part of a rudder, a ship's taffrail, painted black and white, yardarms and pieces of a lead-colored ship's boat.

Two other boats were afterwards found at different points, and near the island coast the deckhouse of a vessel came ashore at Cape Scott.

The ship Red Rock, fears for the safety of which are entertained, sailed from here on Nov. 29th with 80,164 cases of British Columbia salmon, consigned to London. The cargo was valued at $320,656. She was an iron ship of 1,644 tons, commanded by Capt. Porter, who has a wife and family living at Cork, Ireland. She was owned in Glasgow. Her crew was shipped at Port Townsend.

TERRORISM IN IRELAND

A Diabolical Agrarian Murder in Cork Reported.

THE LEAGUE SAID TO BE ACTIVE.

London, Feb. 1.—A terrible agrarian murder was committed on a recent night near Kanturk, County Cork.

A man named Reardon, stated to be the caretaker of an evicted farm near Cullen, in the Duhallow district, was shot down in cold blood, a revolver being used.

He was in company with three companions, and was strolling through the outskirts of the Village of Cullen after dusk when he was suddenly shot at from behind.

He received the bullet in the neck, and fell bleeding and unconscious on the roadway.

His companions became alarmed, and ran to call assistance; but meanwhile the police, who heard the report of firearms, came hurrying on the scene, and found the man deserted and in a dying condition.

A clergyman and a doctor arrived after he had died.

The police have already arrested several suspected persons. The crime possesses some of the worst features of the agrarian murders of the Land League days.

By a curious coincidence, only last week a meeting under the auspices of the United Irish League was held at Cullen.

The league grows daily more bold in its campaign of boycotting and intimidation.

County Sligo is the district where the league's policy is most rampant. And the loyalists are complaining of the apathy of the Government.

"The only persons whom the Executive has taken any vigorous steps to help are the landlords," writes a Sligo man to the Belfast News Letter.

HIS TITLE IN THE MARKET.

London, Feb. 1.—The Telegraph says that the following letter, emanating from an address and over a name corresponding with those given in the London directory, has been received by an eminent firm of solicitors:

"An English peer, of very old title, is desirous of marrying at once a very wealthy lady. Her age and looks are immaterial, but her character must be irreproachable. She must be a widow or spinster, not a divorcee. If, among your clients you know such a lady who is willing to purchase the rank of a peeress for £25,000, paid in cash to her future husband, and who has sufficient wealth besides to keep up the rank of a peeress, I shall be pleased if you will communicate with me in the first instance by letter, when a meeting can be arranged in your office. I beg you to keep this confidential. The peer will pay handsomely for the introduction when it is arranged."

The Telegraph suppresses the vendor's rank, which is given in the letter, substituting therefor the words peer and peeress.

ONTARIO ARCHIVES
TORONTO