

WESTERN NEWS ITEMS.

A London dispatch says that George Ebers, the author, is dead.

The war department has received a telegram from General Gilmore of General Miles' staff, reporting the safe arrival at Ponce of the transport Gussie, loaded with ordnance stores.

A London special from Lloyds agent at St. Johns, N. F., says he regards the reported wreck of a transatlantic line steamer in the straits of Belle Isle as being without foundation in fact.

Private Oscar L. Howland of company I, Twenty-third Infantry, died at the division hospital, San Francisco, Thursday, of pneumonia. Each day sees an improvement in the condition of the men and a decided lessening of the rate of mortality.

It was announced Sunday night at Tacoma, Wash., that Col. Addison G. Foster, vice president of the St. Paul and Tacoma Mill company, will become a candidate to succeed United States Senator Wilson. He has reluctantly consented to make the contest at the instigation of friends who represent the local anti-Wilson sentiment.

Through picking a missed shot in the El Paso Gold King mine at Cripple Creek, Thursday afternoon, Charles L. West, aged 40, had his right leg broken in two places, his left hand blown from the wrist, his abdomen filled with flying rock and both eyes blown out. He lived but two hours afterwards. A fellow workman named J. K. Parkinson, as slightly injured.

The steamer Tillamook arrived at San Francisco on Sunday evening, fifteen days from St. Michaels, Alaska, with thirty-seven passengers. She is reported to have brought down only a small amount of gold from the Klondike. The highest estimate of the treasure on the Tillamook is \$15,000. She brings no news of importance from Dawson.

A special train of fifteen carloads of wool left Boise on Sunday morning for Chicago. It is consigned by William Jones to Silberman Bros. Banners have been tacked on all the cars and the train will be an advertisement for the wool interests of the state. Photographs are being made and will be placed in the offices of the Rock Island in Chicago and of the Colorado Midland in Denver.

Captain Meyler of the engineering corps, who is in charge of the work of fortifying San Diego harbor, has received instructions that \$60,000 is now available for a fourth emplacement for a 10-inch rifle. He will begin the work within ten days. The emplacements will be at Ballast Point, where three 10-inch rifles on disappearing carriages have already been mounted.

Captain Cousins of the steamer Umatilla, which arrived at Seattle on Sunday from San Francisco, reports very thick smoke and fog along the coast. The Umatilla was several times during the voyage forced to run at half speed. The smoke from burning forests near the entrance of the Strait of Juan De Fuca makes the atmosphere thick and murky and steam vessels are obliged to keep their whistles blowing continuously.

Advices from St. Michael of July state that the steam schooner Del Norte, with 250 tons of government reindeer supplies and a number of Laplanders, is long overdue at St. Michael. She left June 21st with four tows, all Almy river vessels. The Del Norte is under charter to the United States to carry Sheldon Jack-

son to Siberia on a reindeer purchasing expedition. He is now in St. Michael awaiting her.

Hundreds of people visited the camp of the Chaffee light artillery battery, officially known as battery K of Colorado volunteers, light artillery, at Fort Logan Sunday to say good-bye to the men who will leave for Fort Hancock, N. J., in a few days. The battery consists of 109 men and H. G. Parks is captain. The final destination of the battery is unknown, but the men are expecting to go to the Philippines via the Suez canal.

The supreme court of Washington has affirmed judgment in the case of William Birmingham, appellant, vs the state auditor, treasurer and grain inspector. This action was brought to restrain the state officers from drawing and paying warrants under the grain exportation act of 1895, inasmuch as the \$2,000 appropriated by that act had been exhausted. The last legislature made insufficient appropriation and the auditor is now issuing certificates of indebtedness.

Advices received at General Merriam's headquarters, San Francisco, are reliably stated to have informed him that the secretary of war and General Merritt have not decided yet as to the necessity of forwarding to Manila troops in addition to those now in that city waiting for transports. These same advices intimated that if Merritt required more men they might be sent through the Suez Canal, owing to the difficulty of obtaining vessels on the coast.

Dr. W. Corbuser, medical surveyor of the expeditionary forces for the Philippines, has received word that the transports Arizona and Scandia would, when they reached Manila, be converted into floating hospitals. This relieves the Red Cross society of the burden of purchasing a ship for that purpose, and now it will provide the stores and supplies which the government does not allow, but which are conducive to the comfort and the speedy recovery of the sick.

The big transports Scandia and Arizona may sail from San Francisco for the Philippines by the end of the week but not before. There is a growing belief that they may not carry so many men as was at first intended and the beginning of peace negotiations will mean the mustering out of the majority of the troops remaining at Camp Merritt and the Presidio. General Merritt now has with him or on the way to Manila 15,000 men. Nearly 5,000 tons of commissary stores will go on the Scandia and Arizona.

Propositions have been made and negotiations are going on, says the Anaconda Standard, for the settlement of all the claims against the Kenyon-Connell Commercial company on account of the powder explosion of January 15, 1895. The proposition has been made by W. A. Clark and M. J. Connell, the latter president of the company and the former one of the stockholders, both of whom had been defendants in the damage suits, but who, the district court decided, could not be held liable. The proposition is to settle all damage suits for a lump sum of \$20,000, to be divided among the various claimants.

The steam schooner Protection sailed from Seattle for St. Michael's at an early hour this (Friday) morning with a light passenger list. Among the passengers were seven men from Boston who constitute an expedition sent out by the Klondike and Boston Gold

Mining company. Five other expeditions have been sent out by the same concern within the present season. The work of these expeditions is to explore the country and stake out mining locations. The men in the present party are under the leadership of Captain William C. Cutter. The scene of their operations will be near Manook and on the tributaries of the Yukon. They are outfitted for a fifteen months' campaign.

The clip of the Cannon Sheep company of Adel, Montana, 100 sacks from ewes and forty from yearlings, has been admired by every spectator and the buyers eagerly examined it, says the Great Falls Tribune. It was mostly Shropshire, light, of long, strong staple and put up in excellent style. C. W. Cannon of Helena, who had charge of it, was expecting a good price and he got it. The clip went to Elliott, representing Jeremiah Williams & Co., of Boston, at 18 cents, the highest price paid in the state since 1892, and making the third top mark in this market this year.

The San Francisco Examiner says: Commissioner of Immigration North has discovered in San Francisco an organization similar in its aims and purposes to a Chinese high binder tong. Wakayama Jin Kai is its name, and it numbers among its members some of the worst characters in the Japanese colony. While ostensibly organized for benevolent and social purposes the members are bound by a code, which compels them to obey the desires of a majority of their number. All the members of the society carry a sword concealed in a cane or umbrella, but pistols and knives are not despised. Funds for the maintenance of the society have been solicited from Japan and all through the state.

News was received at Seattle, Wash., at midnight Sunday, that the private car of Daniel Lamont, vice president of the Northern Pacific railroad, was badly wrecked today on the Seattle & International road, between Getchell and Arlington, about fifty miles from this city. Fortunately no one was hurt. While the passenger train to which the car was attached was standing still on a trestle, sixty feet high it was run into from the rear by a freight train. The engineer of the freight train had reversed steam and the force of the collision was not sufficient to throw the passenger train off the track. Mr. Lamont and the occupants of the car took refuge in the forward car.

The only movements of troops from San Francisco during the early part of the week will be the beginning of their march to the Yosemite of the Utah cavalry, and perhaps the sailing of 150 members of the First New York regiment on the Mariposa. No arrangements have been perfected yet for the transportation of the rest of the regiment and they are likely to remain here for several weeks unless more vessels than are now in sight take them. Major General Merriam himself is anxious to go to Honolulu to look over the new territory added to his department, but he states positively that he will not leave here until the way is clear to send all the troops ordered to sail for Manila.

There are now 292 patients in the divisional hospital at the Presidio, San Francisco. Both the big buildings in use are full and five hospital tents have been erected. Of the last 12 patients brought in, seven have measles. The most serious case in the divisional hospital is that of First Sergeant Wesley Kimmerly, of the First Tennessee regiment, who has spinal meningitis and is not expected to live. In the Presidio post hospital there are fifty-three cases, a decrease of two from the total of Saturday morning. Only