

## AT HOME AND ABROAD.

OTTAWA, Ont., Aug. 4.—R. W. Scott, secretary of state, was interviewed regarding the statement from Washington claiming that Great Britain on the official maps had drawn the boundary line on the Pacific coast so as to deprive the United States of hundreds of miles of territory adjoining the Klondike gold fields. He had gone into the question when a member of the McKenzie administration in 1878, and the point now raised was discussed then. The treaty of St. Petersburg of 1852, said he, defines the line dividing Russian territory, now Alaska, from British by a line drawn north from the foot of Prince of Wales island through Portland channel until it strikes the mountains, when the method of delineation was set forth. The map will show that a line running north from the foot of Prince of Wales island must go through the Behm canal; the line would have to go east through the open sea a considerable distance before it could reach Portland channel or canal.

"The British contention as shown by the dispatches of George Cannings to Sir Charles Bagot, ambassador to St. Petersburg, is that Portland was to be in British territory and that the words 'Portland Canal' in the convention was a mistake for Behm canal, or else that which is now called Portland canal was not then so called. This is supported by the physical impossibility of running a line due north through Portland canal from the foot of Prince of Wales island, so that Canadian maps show the boundary line as running north through the Behm canal. The difference is great in view of the discoveries of gold and it can only be settled by an international arbitration.

"The disputed territory with the ten marine leagues back from the coast added could not, however, embrace the present gold fields of the Klondike which are clearly in British territory because they are well east of the 141st meridian, which is the recognized boundary to the north."

WASHINGTON, Aug. 4.—An important decision in which the interior department for the first time declares a revenue cutter to have been part of the United States navy has been made by Assistant Secretary of the Interior Webster Davis in the case of William F. Rogers, lieutenant of the United States revenue cutter Forward, a Mexican war claim. The decision overrules the action of the pension bureau under the last administration and affords a number of claims.

Rogers was pensioned in 1887 for service from June 30, 1846, to April 30, 1847, his vessel having been in active co-operation with the navy, by order of the President, in the Mexican war but he was subsequently dropped on the ground that he was not legally enlisted into the military or naval service. In acting on the case Mr. Davis says it is beyond dispute that the cutter Forward, not in contemplation of the law, but under actual provision and mandate of the law and by virtue of the President's order, became part of the naval establishment of the United States under the direction of

the secretary of the navy and hence the jurisdiction of the treasury department over that vessel.

A company meantime was temporarily mustered. The officers and enlisted men thereby became, by merger, subject to the order of the commodore of the navy and amenable to the rules and articles of war in their practice and operation. Rogers's name will be restored to the rolls and he will be paid the accrued pension.

NEW YORK, Aug. 4.—A dispatch to the Herald from Middletown, New York, says:

Two children killed and six persons injured, several probably fatal, is the record of an accident which occurred in the New York, Ontario & Western railroad just north of Rockland, Sullivan county.

A combined observation car and locomotive bearing E. Canfield, the general superintendent, and Charles H. Hopkins, the superintendent of the southern division of the road, struck a wagon containing John Maulick and his wife and six children. The accident occurred at the Hollywood highway crossing.

The wagon and occupants were hurled forty feet down an embankment into the rocky bed of the Willowemoc river. One of the children was instantly killed, another died soon after the accident and three other members of the family are not expected to survive.

ST. LOUIS, Mo., Aug. 4.—It has just transpired that Frank Collins, Joseph Kelly, John Metz and Henry Humeal members of the crew of the steamer Mississippi, who had been in the city, left last night in a skiff about to return to the boat which was lying on the east bank of the river opposite the lower part of the city. After proceeding a hundred yards the skiff was carried off by the swift current against a fleet of barges and Collins and Kelly were drowned, but Metz and Humeal, after swimming under the whole length of the barges, came up and were rescued in a very exhausted condition. The bodies of the other men have not yet been discovered.

WASHINGTON, Aug. 4.—In his last report to the surgeon-general of the marine hospital service, Dr. Bruner, sanitary inspector for the service at Havana, dwells upon the probability of a rapid increase of yellow fever among the Spanish sailors. He says that up to recent date there were no cases among the sailors of the Spanish navy, but that lately several have appeared. He attributed this to the fact that some of the war ships have gone to the navy yard, which is in close proximity to the military hospital.

"There are," he says, "seven or eight war vessels now in the harbor and their complement must aggregate 1,500 men, many of whom, I learn, are not acclimated. This being true, they will be doubly exposed to the danger of contracting the disease, being in close proximity to the worst infected wharves of the city."

He adds that the report from the military hospitals show that yellow fever is decreasing. Dr. Camuero,

inspector at Santiago, says there are 2,000 Spanish soldiers sick there of various diseases.

SEATTLE, Wash., Aug. 3.—The steamer Al-Kl sailed at 1 p. m. today for Dyea, with a full complement of Klondike-bound prospectors, fifty horses and fifty cattle. The steamer Cleveland leaves tonight for St. Michaels with eighty passengers, eighty horses and forty tons of freight, or 1,000 pounds to each man. Capt. Ray, United States army, goes north on the Cleveland to examine the situation in Alaska.

The four-masted schooner Novelty is loading for St. Michaels with freight for Yukon river points. She will sail the last of the week.

BERLIN, Aug. 5.—The Hamburgische correspondent publishes a curious story about the dowager czarina. It says that last May she tried to secure the regency but in her insistent endeavors to get Emperor Nicholas to go abroad on account of alleged illness the czar's suspicions were aroused. He heard of the intrigue, assembled his bodyguard and summoned the dowager empress and other court intriguers, including the minister of the imperial household, Count Vorontzoff-Diehoff. All were confounded at the discovery of the plot. Count Vorontzoff-Diehoff was compelled to resign and it is probable that the dowager empress will reside permanently at Copenhagen.

PITTSBURG, Pa., Aug. 5.—Constriction was caused in the miners' camp last evening by a terrific wind and electrical storm which passed over the Turtle Creek valley, doing great damage.

At Sandy Creek a tree in the yard of the Jefferson school house under which was a group of striking miners, was struck by a bolt and shattered into matchwood splinters. Vencet Coffie and George Sedgwick were shocked into insensibility and the condition is critical. Six others were also shocked. The occurrence caused the wildest excitement among the striking miners. The storm came up without warning and there was a hurry for shelter, of which there was none except that afforded by their small tents and trees.

When the storm came up many of the strikers took refuge in DeArmitt's stables where the deputies are quartered. They were not discovered until the storm had passed and they were immediately ordered away.

The strikers are jubilant over their successes at DeArmitt's mines. The total output yesterday was eighteen cars.

CHICAGO, Aug. 6.—At the Rush medical college tomorrow an experiment will be conducted that will prove unique in the realm of science.

In the results attained may depend the ability of the state to convict Adolph Luetgert, the sausage manufacturer alleged to have murdered his wife.

In the presence of a number of citizens, medical experts and experts of the scientific world, a human body will be subjected to a solution of crude potash, previously heated to the boiling point. It is expected by those who have carried on preliminary experiments that inside of three hours' time