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NOTICE.

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ice that I, H. E. Newton, F. M.
9407, and as agent for H. T.
F. M. C. No. 87946, intend,
from the date hereof, to apply to
Recorder for a certificate of
ts, for the purpose of obtaining
rant of the above claims.
her take notice that action, un-
37, must be commenced before
e of such certificate of im-
is twelfth day of November.

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The Victoria Times.

TWICE-A-WEEK EDITION

VOL. 34. VICTORIA, B. C., TUESDAY, DECEMBER 8, 1903. NO. 72.

SEARCHING RUINS FOR WOMAN'S BODY

HAS BEEN MISSING SINCE OTTAWA FIRE

Condition of Injured—Man Charged With Sending Letter Threatening to Murder Minister.

Ottawa, Dec. 4.—It is feared now that Miss Rose Davis, an elderly woman employed for many years as domestic at Ottawa University, perished in flames which destroyed the building on Tuesday. A search is being made among the ruins for the body. She was last seen on the fourth flat during the progress of the fire. Father Fullam, one of the injured priests, is now paralyzed from the waist down and ruptured as a result of his jump for life. Father Boyon landed on his head, and his neck is very badly strained. Father McGurty, who was slightly burned about the face, it is feared will lose his eyesight.

Legisiature Opened.

Halifax, Dec. 4.—The legislature was opened by Lieut.-Governor Jones yesterday. The speech referred principally to the proposed legislation in connection with the iron, steel and coal industries of the province.

Committed For Trial.

Peterboro, Ont., Dec. 4.—Edgar Crockford, of Parry Sound, has been committed for trial on the charge of sending a letter to Mrs. W. T. Lorimer threatening to murder her husband, a Baptist minister at Sawyerville, Que.

Caught in States.

Fort Francis, Ont., Dec. 4.—Frank Bates, a tramp lumber-jack, is under arrest charged with having attempted to murder James Short, merchant tailor, whom he struck on the head with an axe and then robbed him of a pocketbook and other articles, and made off to the United States. He was caught at Koochiching, just across the boundary line, and brought back here. Bates claimed to be a tailor, and was given work by Short.

ICE YACHT REGATTA.

International Races Will Take Place on Gull Lake Next Month.

Kalamazoo, Mich., Dec. 4.—The Kalamazoo Ice Yacht Club has decided to hold an international ice yacht regatta on Gull lake, January 19th to 23rd. Besides the race for the student international trophy for boats carrying less than 850 square feet of sail, there will be another international race for boats not carrying over 430 square feet of sail for the Hearst trophy. Entries for the Stuart trophy are already numerous. Boats from Hudson river, New Jersey, Canada, Michigan and Wisconsin, will sail in the 850-foot class.

TOO REALISTIC.

Travelling Showman Stabbed During a Farce, and His Wound May Result Fatally.

Gervais, Ore., Dec. 3.—Robert Matteson, of Minneapolis, a travelling showman, was stabbed in the breast at the opera house last night, and is in a precarious condition. During the entertainment a farce is played in which the woman in the case stabs the leading character. To make it realistic the actor wears a board under his clothing. In this instance the heroine struck too high, and the knife pierced the left lung, barely missing the heart.

OTTAWA NOTES.

Provisional Regulations Concerning German Surtax Have Been Confirmed.

Ottawa, Dec. 4.—Zachariah Wilson, 88 years of age, at one time collector of customs in this city, and a pioneer of Ottawa, being in business in Bytown, died suddenly to-day of paralysis.

An order-in-council has been passed confirming the provisional regulation concerning the German surtax, and adding a new clause thereto, defining the provisions of the surtax regarding goods partly manufactured in Germany and sent to other countries to be finished.

ELEVEN MINERS KILLED.

Rope Attached to Cage Broke and Men Fell to Bottom of Shaft.

Liege, Belgium, Dec. 4.—Eleven coal miners were killed to-day at the Gasson-Lagquasse mine at Montegnee. Through the breaking of the rope, by which a cage was being hauled up, the men were precipitated to the bottom of the pit and their bodies horribly mangled.

CRUSHED TO DEATH.

Hamilton, O., Dec. 3.—In a head-on collision between two trolley cars here to-day, Dr. Clarence W. Lehman, a passenger, was crushed to death, and Motorman Young was fatally hurt.

CANADIAN NOTES.

Moutreal Strike Over, But in Quebec Men Are Still Idle.

Montreal, Dec. 3.—After a lockout which lasted three weeks the shoe machinists have decided to agree to the demand of the manufacturers and sign individual contracts. They had previously been working under a union agreement, and the manufacturers closed their factories because they found that the union was restricting production.

Increasing Force.

Montreal, Dec. 3.—Police commissioners to-day voted to increase the pay of all first-class men, that is men with good record and who have been on the force for three years from $12.50 to $14 per week. The increase affects the majority of the men on the force. It has yet to be approved by the council, but it is expected to be granted without opposition. The committee also voted to increase the force by fifty men.

Still Idle.

Quebec, Dec. 3.—The situation in the Quebec shoe trade remains unchanged. The manufacturers firmly decline to have anything to do with the union, but state that just as soon as the men are prepared to come forward and sign individual contracts they are ready to open their factory doors. There is much distress, and the celebration of the Church of St. Saveur has been postponed as the authorities do not think this a proper time for a celebration.

Narrow Escape.

Toronto, Dec. 3.—John Mitchell, electric light employee, was working on the Esplanade this morning when he stepped on a live electric wire and received a shock which threw him to the ground fifty feet below. As he fell he cried out. Fred Nichol was passing at the time, and as Mitchell fell he stretched out his arms and caught him. The force of Mitchell's fall knocked Nichol to the ground, and his shoulder, right arm, body and legs were seriously bruised, while Mitchell escaped without injury, beyond the electric shock.

Will Reorganize.

At the adjourned annual meeting of the shareholders of the Canada Cycle & Motor Company to-day a resolution was unanimously passed advising shareholders to deposit their stock for a reorganization, and to take advantage of the offer of a million dollar's worth of stock from the directors to be distributed among the sharcholders who can least afford the loss the reorganization will entail.

BRITAIN BUYS WARSHIPS.

Has Purchased Two Fast Vessels From Chili.

London, Dec. 3.—The frequent cabinet councils are now explained by the purchase of two Chilian battleships, and congratulations from all sides are being extended to the government, not only on its acquiring such valuable and needed additions to the navy, but at the same time on avoiding what might have been troublesome incidents had the battleships been sold to either of the two powers now supposed to be on the brink of war. At the same time the purchase of the vessels at the present moment is held to prove that the British government is genuinely anxious concerning the position of affairs in the Far East.

The two battleships are among the fastest in the world. The Libertad on Wednesday maintained in satisfactory deep sea trials a speed of 17¼ knots for twenty-seven hours continuously, while both vessels are remarkable for their powerful armaments and their exceptional coal capacity. Their purchase brings the total of first-class battleships built or building for the British navy up to 48. It is not unlikely that the Libertad and the Constitution will be sent to reinforce the British China squadron, for they are considered eminently suitable.

GERMAN REICHSTAG

Opened by Chancellor Von Buelow—Reforms to Be Introduced.

Berlin, Dec. 3.—Chancellor Von Buelow, as the Emperor's representative, opened the Reichstag to-day. Von Buelow said:

"His Majesty has desired me to express his thanks to all those who have sympathized with his suffering and to say that their sympathy and hopes for his recovery have greatly rejoiced him."

Emphasizing the necessity for regulating the financial situation of the Empire with the separate states, the chancellor remarked that, although a radical settlement of the question was not now feasible, the government would propose a measure introducing the most essential reforms.

The government, continued the chancellor, would propose retaining the present army footing to April 25th, 1905, but it is desired to increase the salary list because of the growing cost of living. The department further proposed to continue the development of social legislation in the interest of the weaker classes. The government also intended prolonging the present "most favored relations" with Great Britain.

In congratulating the members of the Reichstag on the very friendly relations of Germany with other countries, the chancellor said the Imperial government had contributed its share to the avoidance of serious complications in the Balkans.

The employees of Quebec boot and shoe factories, after a protracted meeting, decided not to accept the offer of their employers.

AN IMPROVEMENT AND A SAFEGUARD

PROPOSED LANDING FOR RETAINING WALL

As Recommended by City Engineer—Will Firmly Secure Structure—Other Public Works.

The retaining wall has not moved in the slightest since the several hundred piles were driven in outside the middle section. There is every reason to believe that these will form a barricade strong enough to hold the wall until the new landing is constructed, when all danger of further subsidence will be forever averted. They have been deeply lodged in the mud closely together, fifty feet on either side of the centre line and ten feet from the face. The plan to be followed in the construction of the landing was outlined by the city engineer in a report to the council on Monday evening last. He recommended that the mud be dredged out in sections and hard bottom obtained a distance of thirty feet from each end and twelve feet from the face of the cluster of piles already driven in. In this area more piles are to be driven at five or six feet centres, the space between and outside of the piles to be filled in with rock up to the foundation level of the present wall. On these piles and rock filling a solid concrete platform is to be erected to high water line, or on a level with the landing at the northern end of the wall.

Before the extra piles will be driven in concrete will be placed between those now thickly in position. This was started last night at low tide and will be continued to-night. The pile drivers will then resume their operations, driving the clusters of piles, not so closely, outside the bunch now fairly imbedded in the mud. Between these and for a considerable distance outside will be deposited loose rock, and on the whole foundation so formed the concrete platform will be laid. Its length will be altogether one hundred and sixty-four feet, with a width ranging from fifteen to twenty-seven feet. This means that for sixty feet or thereabouts along the centre of the landing there will be a width of twenty-seven feet, while the remaining sections on either side will be fifteen feet wide. Including the quantity of loose rock which will be deposited outside the front of the landing, there will therefore be a solid bulwark of thirty feet against the middle or weakest part of the wall.

Thus will the idiosyncracies of the James Bay retaining wall be stopped, while its appearance will be wonderfully enhanced.

In his report to the council the city engineer also suggested that the courses of the middle section be removed and a balcony forty-five feet by seventeen feet be built out on a level with the walk. From this stairways would descend to the landing. This suggestion was not adopted by the council, but it is likely that something of the kind will be decided upon. The whole undertaking is considered a measure of necessity; that it will add much to the attractiveness of the structure generally, and that part of the waterfront which it adorns, there is no doubt. It will cost in the neighborhood of twelve thousand dollars.

In the meantime the further filling in of the space behind the middle part of the wall has been discontinued, as it would be inadvisable to subject it to unnecessary strain until the danger of any further deviation is absolutely guarded against. It was for this reason, and also because the proper material for filling was exhausted from the harbor bottom within the scope of the dredge's operations, that it was thought advisable by the city authorities to discontinue the King Edward's use until early next year, when the Mudlark will have deposited sufficient nicely settling silt to complete the undertaking. The latter is now operating in those harbor areas which require deepening, and the mud scooped up will be deposited where it can be pumped by the King Edward to the flats. The big dredge could do more with this material in a month than could be accomplished in three with the heavy, clogging clay in which it has been working.

Active preparations for the extension of Douglas street are now on foot, the preliminary filling in at the Beleville street end having been commenced. Before the work can be carried on from both ends, however, the corporation will have to settle with Mr. Bertucci, the owner of the two lots and houses between Weiler Bros.' and Pendray's factories, through which the new thoroughfare will have to pass. The property stands assessed for $5,800, but the owner has demanded $27,666.70. The corporation, it is safe to say, will not take the offer, but will make one on their part. If it is not accepted by Mr. Bertucci, the matter will be adjusted by arbitration. This, it is expected, will be held in the near future.

These are the improvements which at the present time are principally engrossing the public mind. The very successful result of Architect Rattenbury's trip to Montreal apropos of the hotel question is now common knowledge, and there is every indication of great activity at the reclaimed area and vicinity in the near future, not forgetting the new wharves which the C.P.R. are to erect off Belleville street. Ner in this general outline of public improvements is the Point Ellice bridge forgotten. The Victoria Machinery Depot are at work adjusting the superstructure which, in considerable measure, has arrived from the factory. When this is done its establishment on the foundation will not take long, because everything is in readiness for this work.

Residents of Cadboro Bay road and adjacent points in that district have doubtless exhausted their stock of thanksgiving phrases because of the inauguration of an improvement for which a fervent appeal went up a short time ago. This is the macamadizing of the road from Yates street to Belmont avenue. The work, which will be prosecuted with all possible dispatch, will cost about six hundred dollars, but it is six hundred dollars well spent. Consultation with those whose homes lie in that vicinity will elicit enough evidence to absolve the assertion just made from the charge of extravagance.

STEVESTON MURDER CASE.

Three Chinese May Be Charged With Perjury or Conspiracy.

Vancouver, Dec. 5.—Three Chinamen are now held in custody by the provincial police in connection with the Sing murder case. Their detention was ordered by Magistrate Alexander. Charges are to be laid later for perjury in the case against the Japanese, or conspiracy to charge him with murder.

THE DREYFUS CASE

Will Probably Come Before the Revision Commission on Wednesday Next.

Paris, Dec. 4.—Gen. Mercier, senior member of the revision commission, received the Dreyfus documents from the war office yesterday, and the case will probably come up, though in a semi-official form, at a meeting of the commission on Wednesday next.

An interview published in Rome gives particulars of the daily life of Dreyfus. He leaves his house only on very rare occasions, not because he is in any fear of insults, but for the reason that he suffers terribly from fever. The ex-Captain is devoting all his time to seeking documents which may demonstrate his innocence, and only once in a while does he dine out even with intimate friends.

FIREMAN HANDICAPPED.

No Water in the Main When Fire Broke Out in Railway Freight Sheds.

Schenectady, N. Y., Dec. 4.—With not a drop of water in the city main, which has been empty for the past 24 hours due to a breakdown of the pumping plant, the freight house and sheds of the New York Central Railroad Company, in this city, were totally destroyed by fire this morning, together with an immense amount of freight. The only means the fire department had of fighting the fire was with water obtained from the Erie canal with two fire engines. The freight agent says it is almost impossible to estimate the loss, but it will be over $50,000.

On August 9th last they had a similar experience. The city water was turned off to make repairs at the pumping station and seven houses were destroyed.

SHIP ASHORE.

Owing to Heavy Sea Life Savers Cannot Go to Rescue of Those Aboard.

Lewis, Del., Dec. 3.—The Swedish ship Dharwar, with a cargo of matting from Hongkong for New York, is ashore a few miles from Ocean City, Md. It is feared the vessel will be a total wreck, as a heavy sea is running and the wind is blowing 35 miles an hour. The North Beach life savers have been unable to launch a lifeboat to rescue the crew. Five members of the crew of the Dharwar came ashore in one of the ship's boats. The remainder of the crew, eleven in number, and a woman and two children, are still on the vessel.

MISSION WORK.

The missionary anniversary will be held to-morrow of the Saanich mission. Rev. J. P. Westman, of Centennial church, will be the special preacher.

The first Methodist Missionary Society in Canada was organized in 1824. At that time, two or three men were trying to reach scattered bands of Indians in Ontario. The income of the society for the first year was only about $140.

There are now about 610 persons engaged in the work of the society as missionaries, teachers, native agents, and interpreters, and the income of the society for 1902-1903 was $330,347.65. The field of operation now includes the whole of the Dominion, Newfoundland and Bermuda, with a successful foreign mission in Japan, and another in West China.

REDUCED GRAIN RATES.

Chicago, Dec. 5.—The Central Freight Association roads, at a meeting at which the Chicago-St. Paul roads were represented, have decided to reduce the rates on export grain and grain products to 16½c. per hundred pounds from Chicago to New York.

GRAVE POSITION OF WARSHIP FLORA

IS HIGH ON A REEF AT VILLAGE POINT

Divers Have Closed Scuttles and an Attempt May Be Made To-Day to Float Her.

(From Friday's Daily.)

Rear-Admiral Bickford and staff, accompanied by W. F. Bullen, of the B. C. Salvage Company, arrived on the noon train to-day from the scene of the Flora wreck. The party landed at Esquimalt crossing, on Admiral's road, and was here met by a representative of the Times, who received confirmation of the news of the serious position of the Flora on Village point, Denman island. Rear-Admiral Bickford stated that the ship was lying on the rocks with her bow high out of water, but further than to say that he had hopes that she would be floated he was not disposed at the time to discuss the wreck.

The party, as stated, left here on special train yesterday afternoon, and taking the steamer Joan from Nanaimo proceeded at once to the Flora. This morning instructions preceded their arrival ordering that the necessary preparations for the floating of the ship be made, in the case of such a wreck time being a most important factor. The Egeria left for the stranded vessel last night, and this morning the Grafton was floated out of the dry dock, and was to follow the Egeria at noon to-day. She will tow the barge Isabel to Village point, together with a couple of barges from the navy. On the Isabel there is a complete wrecking plant belonging to the B. C. Salvage Company. It includes among other gear four large ten-inch pumps of tremendous lifting power, and four portable boilers for the supply of the necessary steam. In addition some of the most modern equipment used in salvage work has been shipped.

One of the two torpedo boats which were recently laid up in Esquimalt will, it is understood, be commissioned, and will be employed in establishing a rapid means of communication between the wreck and either Union or Esquimalt.

As for the position of the Flora to-day, a Nanaimo dispatch to the Times says:

"Daylight this morning showed the Flora to be in a pretty bad shape, in fact a good deal more so than yesterday. The tide had left her half out of the water, showing that she rested amidships. An examination showed that her forward plates are badly twisted and strained, and that a portion of the keel is broken. She lies at an angle of fifteen degrees, with a decided list to starboard. At low tide there are five fathoms of water at her stern, and two about midships. At low tide she is high and dry from the funnels forward. Serious fears are entertained that at extreme low tide the vessel will cant over completely.

"At the time of the accident she was steaming seven knots, the weather being very thick, the sailing master mistaking the beacon light and going on the wrong side. Land suddenly loomed up ahead, and although the engines were put full speed astern the vessel crashed heavily on the rocks. She went on at full tide, and as the scuttles were open when the stern was forced down the water rushed in and the stern sank immediately. So quickly did she fill that the officers found great difficulty in getting out in time to save their lives, losing all clothing and other effects.

"Divers succeeded in closing the scuttles this morning, and an attempt will be made to raise her this afternoon.

"It is reported that there is a big hole somewhere in the bottom, probably aft of the engines, which are free from water and uninjured.

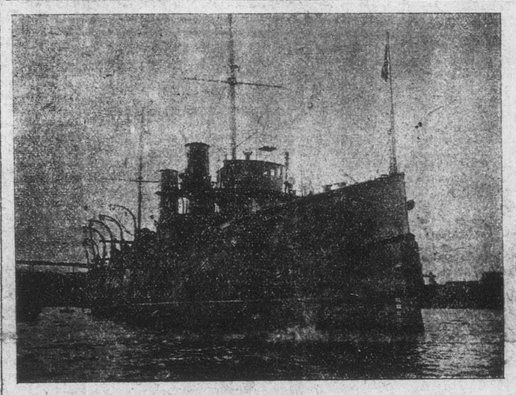
"The men are camping ashore on Denman Island, and working like beavers removing the coal and stores into barges from Union Bay. The guns will also be unshipped and taken out. Pumps are now being placed to clear out the water.

"The Grafton and Egeria are expected hourly with wrecking apparatus and machinery. Out on the water a naval launch ceaselessly patrols in order to prevent the approach of strangers, and it is with great difficulty that the facts of the situation are learned. The admiral and party passed through this morning, driving straight from the boat to the train."

Supplementing the above message the following special dispatch was received from Vancouver this afternoon:

"Captain Ritchie, of the Joan, who visited the Flora last night, says at low tide she was standing nearly on end with her smashed forefoot and forty feet of her bow high in the air and the after compartments and stern out of sight under water. He says she is apparently in no danger of breaking, as her back appears to be resting on a fairly even keel, which is badly damaged, and the forward compartment filled with water. If floated it will be by putting scows around the stern. The vessel is being stripped of guns and ammunition."

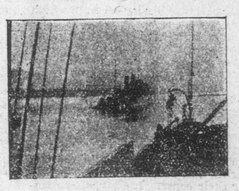
The news that the Flora is resting on a fairly even keel is one of the most gratifying features of her position, for it will be remember that the Willamette hung amidships on a rock and broke her back before she was floated. But unlike the warship she carried a full cargo of coal, and work in salving her did not begin until some considerable time after the accident. There is a spar beacon located on the outer extremity of the rock, and this is the only one in the locality. The point is very rocky, and there is no sandy beach close by. The slope from the rocks into the water is not gradual, but very abrupt, and the water around about is very deep. The position of the ship, therefore, presents many difficulties in the way of salvage operations, although lying in a fairly sheltered place.



H. M. S. FLORA.

(From Saturday's Daily.)

In Esquimalt and throughout the city the greatest interest prevails over the position of H. M. S. Flora on the rocks of Village Point, Denman Island. By to-night Esquimalt harbor will be deserted of nearly all its naval craft. The Grafton, after being hurried out of dock, left for the scene of disaster at 4 o'clock yesterday afternoon, and to-day it is said that the new torpedo launches Topaz and Byril, recently built in the upper harbor, will be requisitioned for service in connection with the Flora. One of the small torpedo boats will be employed as a messenger dispatcher, and the steamer Maude, belonging to the B. C. Salvage Company, of Esquimalt, will also be hastened away for the scene of disaster, she having been employed up to the present in the raising of the Vancouver tug Dauntless, which she towed to the Terminal City this morning. Rear-Admiral Bickford did not return to the wreck yesterday afternoon, but will be leaving to-morrow morning, going to Nanaimo from Esquimalt and continuing his journey from there in one of the navy launches. On his first visit to the stranded cruiser he made a brief stay, having arrived late at night, and left early in the morning for Nanaimo in order to connect with the south-bound train. Since the return of his party to Esquimalt much discussion is heard over the position of the Flora. It is stated that around her bow there is a depth of ten feet of water at high tide; that the ship overhangs on the rock to a certain extent, and that, although she lies in a bad condition, she presents no insurmountable obstacles to floating. All holes will be patched up, and when this has been done pumps will clear the hold of water. The result will be the buoying of the stern. The ship will then be lifted by the bow, and if this can be done the undertaking of floating will be practically completed.



THE FLORA ON THE ROCKS.

The very latest news obtainable from the wreck is contained in the following dispatch to the Times from its correspondent at Nanaimo this morning:

"Although the Flora lies in the same position as when she struck, she is now in a much better condition for floating than at any time since she went on. Several large pumps which were brought up on the Egeria were placed aboard with the result that the vessel is now almost clear of water. An examination has disclosed many holes in the bottom, and a number of plates ripped off the keel. The holes have now been plugged up except those which may be found under the coal, which has not all been removed yet. With powerful pumps installed from the Egeria, officers are experiencing no difficulty keeping the ship dry. It will take all day to get out the rest of the coal and supplies, which is being transferred to the barge Japan and taken to Denman Island. By to-morrow afternoon it is expected that everything movable will be taken out of the ship and all the holes patched up. Pontoons, scows and barges are alongside ready to be chained to the stern, and to-morrow the first attempt will be made to pull her off on a rising tide. The position of the vessel is about the same, but the list to port is a great deal more noticeable. The stern looks higher, the result of being pumped out. It is confidently thought no difficulty will now be experienced in floating the vessel to-morrow evening. The damage done cannot be estimated now."

Among the contingencies likely to arise from the wreck of the Flora is the detention of Rear-Admiral Bickford on this station for a longer period than was calculated. He and his staff were to leave for England on the 14th inst., but in the event of a court-martial of the navigating officer, captain and officer of the watch of the wrecked cruiser it is just possible, so it is said in Esquimalt, that the Rear-Admiral may be detained for a longer time. Commodore Goodrich was to have touched Halifax on his way to the coast [illegible] another direction discussed in the naval village is the possibility of the Flora wanting the dry dock before the Moana's repairs are completed, in which event it is stated that the merchant vessel would have to give way to the cruiser.

Until the arrival of the Grafton at the wreck last night a number of the officers were in a rather sorry plight for clothing. Many had lost nearly everything they had aboard. In consequence they had to don the sailor's garb until a fresh supply arrived.

A later dispatch from Nanaimo says: "At 2 o'clock there was no apparent change in the position of the Flora. The stern is much higher. The Grafton and Maude have arrived, and are now alongside rendering assistance."

CO-OPERATIVE FOUNDRY.

President Lynch, of the International Typographical Union, Outlines Plans.

Chicago, Ill., Dec. 4.—Officers of the International Typographical Union, who are in Chicago, have perfected plans for the opening of an independent type foundry to be conducted on a co-operative plan. The foundry is to be established for the benefit of the type founders of the country, all of whom are on strike or have been locked out on account of difficulties with employers. President Lynch says $20,000 will be contributed by the International Union, and 5 cents a member assessed for the creation of a defence fund, which will net nearly $3,000 a month, will be used for this purpose. Two local printing concerns are said to be willing to contribute capital, and to support the foundry, and the various trades unions will be given an opportunity to take stock.

TO MEET IN SEATTLE.

Vancouver, Dec. 4.—The Fraser River Canners' Association has been notified of the holding of a big salmon congress in Seattle on February 23rd. Every canner and dealer from San Francisco to Alaska has been invited to attend. It is expected fifteen hundred will be present, all the expenses of the delegates being paid by the American government.

SENT TO PRISON.

New York, Dec. 4.—Timothy McCarthy, the walking delegate of the House Smiths' and Bridgemen's Union, who was convicted of extortion, was today sentenced to one year in the penitentiary on Blackwell's Island. McCarthy was found guilty of extorting $300 from Loebel Andrews.

FOUR CHINAMEN DROWNED.

Buffalo, Dec. 4.—Four of eleven Chinamen being smuggled into the United States were drowned to-day by the wagon in which they were riding being overturned into the Erie canal.