

BRIGHT SIDE OF FERNIE FIRE.

Heroism of Train Men Who Saved Train Load of People.

Old Lady Gave Up Chance of Escape to Three Children.

Extent of the Disaster—Lots of Help Being Tendered.

Winnipeg despatch: Capt. Partington of the Rocky Mountain Rangers reached Winnipeg to-day after passing through the great fire in the Crow's Nest Pass, and brings a most interesting account of his thrilling experience. He says: "The fire made a complete sweep and experiences were more terrible than can ever be imagined by those who were not actual witnesses of the scenes. People may talk of heroism in war and life-saving generally, but probably never before in the history of this country, and the continent, for that matter, was there more displayed than in connection with this awful conflagration. Voluntas would be required to describe individual instances. I cannot do more than refer to a few of these.

"Railway men certainly did noble work, taking great personal risks. The engineer and fireman of the Great Northern train were heroes, and the same may be said of other bands on this train. I do not know the names of any of them. We will never know how many lives they saved. At the risk of their lives—and they certainly faced death in its most horrible form—they saved a train load of people, and it was a miracle. Not only were the cars packed with their human freight, like sardines in a box, but clinging to cars in every possible point where a foothold could be secured were men, desperate in their efforts to save their lives, as the train passed through avenue after avenue of burning timbers in haste so terrific that they could scarcely bear it or keep their foothold. It is said that some went insane and were destroyed. I cannot say anything as to this, but it is reasonable to believe that the report is true, as many were severely burned on their arrival at the place of safety.

"This train load of people were saved just in the nick of time. Five minutes later and all would have been lost. As it was, how the train passed safely over the rails twisted by heat and burning bridges almost appears to have been miraculous. "I could relate many pathetic stories of the fire. One lady tried to save herself to be assisted. "I am eighty years of age," she said; "there are three children behind me; save them first." Her advice was taken and she evidently perished, as she was not seen again by her would-be rescuers.

"The spirit of the people in such a calamity was, to my mind, remarkable. I had often heard of the display of selflessness in cases of danger at sea, but there was no such demonstration there. "One woman sat in the water, stood in the water of the Elk River from the time the fire became dangerous about 4 o'clock in the afternoon, until 6 o'clock in the morning, until she was rescued. Many women and children slept on sand bars, beside the water of the river, dipping in occasionally to soak their clothing and so protect themselves from the intense heat. "Another case I heard of was of a young married couple. They were escaping from their new home when the husband suddenly remembered something they had left behind. The young man went back with them, but so quickly did the fire travel that before he could leave the house it was enveloped in flames and he never came out."

FERNIE RELIEF SYSTEM.

Erection of Shelters the Most Pressing Work.

Fernie despatch: The question of giving necessary relief to thousands of homeless men and women continues the principal concern of Fernie. Money and supplies have flowed in from all parts of Canada and several points in the United States, but more is needed. Total cash contributions so far amount to \$47,638. In addition there are offers of large amounts from two or three cities, made up in cash and supplies. The generosity of the people in the large cities and towns of this Dominion has been in evidence since the news of the disaster went out, and this applies particularly to the western communities. Merchandise, including provisions, flour, bread, fruit, clothing and such, has been coming in every day, and more is on the way. Practically all western Canada is covered in the list of communities making contributions. Cities and towns farther east asked what form their assistance should take, and the reply has been sent that cash would be most acceptable.

The procedure is to devote the money as far as possible to assisting the people in establishing roofs over their heads as the first step in securing new homes. Goods are distributed almost as fast as they arrive, and several carloads have already been absorbed. Every applicant is required to show he is in need, and it is a subject for congratulation that very little imposition has been practised. Most of the stiff has gone where needed, and there have been no complaints of anyone having been overlooked. With the weather as warm as it is now little concern is felt about clothing, and blankets have the first call. The women and children are beginning to come back now, which means that bedding and other sleeping accommodation must be provided. It is likely that until homes have been erected for the majority of the working population women and children will not be encouraged in the desire to return. Nearly all those who were sent away during the fire excitement were directed to Cran-

brook, and that hospitable town has done wonders in looking after them. If they can be kept out of the way for a short time longer the work of restoring the town will likely proceed more smoothly.

Work of Rebuilding.

Hundreds of workmen have been busy to-day clearing away the wreckage and preparing the ground for re-building. This is particularly noticeable in the business section, where merchants and others are determined to lose no time in resuming operations. The Canadian Pacific has built a large temporary station near the site of the station, and many of the leading concerns have made arrangements to put up structures at once. There are nearly 200 tents in various parts serving as homes, stores or offices. The relief department has moved from the Coal Company's offices and grounds to the school property, where temporary buildings have been erected. Relief work is expected to continue for two or three months yet, but the heaviest part will be over by the end of August. One satisfactory feature of life in Fernie since the fire has been the preservation of excellent order. There has been little or no trouble, and with a mixed population this means a great deal. One reason, of course, has been the fact that every citizen has taken an active part in the work of overcoming the difficulties which followed the disaster. With more than two hundred energetic men directing their whole attention to distributing relief it is scarcely a matter for surprise that great results have been accomplished.

Prohibition Enforced.

Another factor in the maintenance of order has been the introduction of a drastic prohibitory law. The city soon after the fire occurred passed an ordinance cancelling all the liquor licenses and interdicting the importation of alcohol. The entire stock in Fernie was destroyed by fire, and for five days the citizens have gone dry. Nothing shows that anyone has suffered. On the contrary, the work of restoring the city has proceeded without interruption of any kind, and the citizens who discuss the situation agree that the prohibitory ordinance has been a good thing.

Carpenters Want Big Pay.

There is a likelihood of trouble from the union carpenters, who are about to reap a harvest. They have demanded a scale of fifty cents per hour, with an eight-hour day, time and a half for overtime, and double time for Sundays. They also demand that every man who works on the erection of buildings shall join the union, the fee for which is \$25. Many men who are constructing their own buildings look upon these terms as too steep, and declare they will not pay them. There is a movement on foot to deport any man who will not work, but the more moderate method is to ask for two weeks' time, during which the carpenters must work at normal wages. In this period it is hoped to erect enough shacks to furnish homes for the majority of those who require them. The carpenters are meeting to-night to discuss the situation. If they insist on the terms which they have asked there will be an opening for plenty of outside carpenters.

Frankly Charred Bodies.

A Frank, Alberta, despatch: The spot which marked the beautiful little city of Fernie is now a desolate waste, and the order which the citizens' organization has brought from the chaos of the past few days but emphasizes the calamity. The systematic search which is now being carried on is steadily swelling the death list. Thirty charred and unrecognizable bodies being recovered from the ruins, and it is feared further search will augment this materially. Mayor "Bill" Tuttle is the hero of the hour, and his effectual organization of committees for all branches of necessary work is generally clearing the remains of the city of refuse. Half, or perhaps more, of the carcasses of buried animals were cremated to-day.

Assistance in all forms continues to flow in, and while credit cannot be given to all the people are unapologetically grateful. Too much cannot be said for the officers and men in running their trains into the jaws of death to rescue people from the doomed city. Instances of personal bravery which will never be known to the world could be told of the crews of both roads, but no names are obtainable.

While the death list is somewhat reduced from the first reports, the property loss is almost complete. Six per cent. is a conservative estimate of the property remaining, and where there were formerly more than eleven hundred buildings and residences now there is only one business block.

Mr. Lindsay's Report.

The following message was received in Toronto yesterday from the President of the Crow's Nest Coal Company: "Fire area is about thirty miles long and from two to ten wide, and still burning in many places at the outskirts, but Michel is safe, except in case of high wind, and may be even then. Hosmer is quite safe, and Coal Creek may be said to be almost certainly safe. "About fifteen hundred women and children from Michel are at Frank, but beginning to come back. About thirty-five hundred women and children from Fernie are at Cranbrook, Elko, Nelson and other points, but are beginning to come back. No further danger at Fernie. Sixteen bodies recovered up to date. Ford, one of our miners, his wife and two children found in a well at West Fernie. An old lady found in Fernie annex. "Found two women dead in Fernie proper. Several lumbermen on the C. N. R. were found dead north of the town and two on the C. P. R. It is not improbable that there are more deaths in the woods, as some men are missing there, but not likely any more from the mines or city. "Plenty of food coming in, and most of the people now under canvas. All will be by to-night. Few are without blankets, and there is plenty of food. Nobody need be apprehensive about loss of friends or relatives. Children have got separated from their parents, but are getting together as quickly as possible. The generosity

of the outside world has been splendid, and is quickly placing all here beyond the point of anxiety.

"The loss of the Crow's Nest Pass Company, owning mines at Coal Creek and Michel, will be \$200,000; the C. P. R. will lose \$200,000; the Great Northern Railway will lose about \$250,000, and the lumber companies not less than a million. The loss of timber to the Crow's Nest Pass Coal Company will be not less than a million. "The loss to the City of Fernie will be not less than two millions. "G. G. S. Lindsey."

King Expresses Sympathy.

Ottawa despatch: Earl Grey has received the following cables of sympathy for the fire sufferers in British Columbia: "London, Aug. 7.—His Majesty the King has learned with deep regret of the devastation and loss of life caused by the fire in British Columbia. I am commanded to express His Majesty's heartfelt sympathy with the bereaved and the homeless, and his earnest hope that the danger is now past. "(Signed) Crewes."

A Sydney despatch: On behalf of the people of Australia, I desire to offer the deepest sympathy with the bereaved and sufferers from the disastrous fire in British Columbia. "(Signed) Northcote."

GOT \$15,000.

Death of Old Lady Who Was in a Lucky Compact.

St. Louis, Aug. 10.—Mrs. Margaret Castens, 94 years old, who received \$15,000 three years ago as the result of a unique compact entered into by fifteen girls in a German convent school more than seventy years ago, died at the home of her daughter in this city last night.

Seventy years ago Mrs. Castens was a pupil in a convent near Stuttgart, Germany. The girls agreed just before they graduated to pay a certain number of marks a year into a Berlin bank, the entire amount was to go to the last surviving member of the class. Three years ago Mrs. Castens found herself the only one of the class remaining. She wrote to the bank, believing she would receive a few thousand dollars. She received more than \$15,000.

G. T. PACIFIC.

Nearly 700 Miles of the Road Built West From Winnipeg.

Ottawa, Ont., Aug. 10.—Mr. Collingwood Schreiber, Government consulting engineer for the National Transcontinental Railway, reports that in a week or so the Grand Trunk Pacific will be ready to open a regular traffic service from Winnipeg to fifty or sixty miles west of Saskatoon. Some 675 miles of the road are now completed from Winnipeg westward. The road will be completed from Winnipeg to Edmonton by November, and the first 70 miles west of Edmonton will be completed by Christmas. East of Prince Rupert 700 men are now working on the 100 mile stretch now under construction.

MUSIC WAS OBJECTIONABLE.

Italian Fined for Assaulting Man Who Made Protest.

Toronto despatch: The music of Frank Pinto's grind-organ disturbed the quietness of Bartlett avenue last Wednesday, and the doctor attending Mrs. Robert Mackay, who was ill, said the din would have to be stopped. Mackay went out and told the Italian that he would have to move away, but the vendor of music did not think that "Love Me and the World is Mine" disturbed anyone. He moved his hurdy-hurdy across the street and continued the performance. Mackay came out the second time, and caught Pinto by the arm. The Italian took a metal hammer from the front box of the organ and struck Mackay over the head. Miss Pinto assisted in the assault by using her cash-box. Mackay threw Pinto down, but before doing so he had received a bad cut on the forehead. Magistrate Denison fined Pinto \$5 and costs or 30 days.

DEATH NOTICE FOR DOGS.

Announces Demise of Little Anna, Sweet and Lovely Companion.

Chicago, Aug. 10.—The loss of little Anna, a four-year-old Boston terrier, which had been the winner of many first prizes in dog shows in various parts of the country, has so affected Mr. and Mrs. Harry Thomas, 3029 Michigan avenue, the owners of the animal, that they have been unable to sleep or eat regularly since the death of the canine July 20th.

Yesterday Mr. Thomas placed the following advertisement in The Tribune to inform the public and the friends of the dog of his death: "LITTLE ANNA, ONE OF THE MOST beautiful Boston terriers in the country, died of heart failure Sunday evening, July 26th, 1908. She was a sweet mannered and lovely companion. Her master is deeply grieved at his loss. Many offers made for her. She was priceless and not for sale."

SEEKS PARIS GREEN FIELDS.

Man Says, "I Can Be No Hotter Wherever I Go!"

Waterbury, Conn., Aug. 10.—Leaving a note in which he said, "I am not afraid to die, because I can be no hotter wherever I go," Clayton Marsh, thirty years old, laid down his reins while driving a hay wagon in Terryville township this afternoon and took Paris green. The horses ran a mile before they were stopped. Clayton was taken before the Medical Examiner's deputy and became violently nauseated. His sweetheart, Eva Anderson, a Woodcot dairymaid, ran excited into his arms when he recovered, and now they are to be wedded Sunday, with music, song and a clam-bake to sixty friends.

IMPORTING WORKMEN.

Three Hundred Workers in Winnipeg C. P. R. Shops.

Western Trains Were All Very Late Yesterday.

Men Are Nearly All Out in Maritime Provinces.

A Winnipeg despatch: The striking machinists of the C. P. R. are conducting the strike in a quiet and orderly manner, absolutely devoid of any demonstration against the company. Passive picketing was instituted this morning, when about seventy men were detailed to watch the shops in the interest of the unions. This action was taken after it was learned that the company was putting strike-breakers to work, rumor having it that three carloads had been brought in from the south. There are 300 men now in the roundhouse, the majority of whom are said to have come from Chicago.

There is still a persistent rumor that the trainmen, that is, the switch crews, brakemen and baggage men and part of the conductors, will strike on Saturday. McVeigh denied this, but other members of the committee and strikers declared that such assurances are in their possession. McVeigh is unwilling to make a statement as to the strike pay of \$2 to \$3 per day in hand, but said the unions were in good condition for the struggle. He stated that the headquarters of the strike were necessarily at Montreal, and that each point had its local committee as at Winnipeg. The company were employing a number of Japs in all the western shops, but these were not mechanics, and could not be classed as such.

The C. P. R. officials continue their policy of silence, but one of them incidentally pointed out that reports of a sympathetic strike of the Federation of Operating Employees was idle talk unless an ironclad agreement is violated. There are indications of a strike apparent in the running of the passenger trains to-day, all of which are very late and continue to lose time at divisional points for lack of inspection.

North Bay Situation.

A North Bay despatch: From conversation with prominent members of the Brotherhood of Locomotive Engineers, Firemen and Trainmen there does not seem to be any immediate likelihood of these being ordered to join the strike of the federated trades, although trouble is likely to ensue later if the men are asked to take out locomotives not in repair or repair trainmen consider cars not carefully inspected and cared for. At present there are no indications of a strike spreading. The C. P. R. officials here are positive that the fire which destroyed the coal warehouse early this morning was incendiary, the work of striking sympathizers. Four freight-handlers were discharged to-day for refusing to do work formerly performed by the strikers. This action on the part of the company is very unfavorable commented on by railroad men of all departments and has given rise to a keen feeling of resentment.

Down by the Sea.

A St. John, N. B., despatch: The greatest amount of work done on the C. P. R. in this division is at McAdam Junction. All the members of the union there are on strike, about 120 men having quit work. In St. John there are some twenty mechanics employed in the St. John and Bayshore yards. These are members of the McAdam union, and all are out. At Woodstock, St. Stephen and other points the three or four mechanics on duty have struck, and it does not appear that any of this class of men have remained on duty. All are out.

At Brownville Junction a dozen men are idle, and all told about two hundred men are out. In the winter time some 1,400 men are employed on this division in the mechanical department, but in summer the number is reduced to the minimum. Car Foreman Woods is on duty inspecting the cars. The company says they have ample rolling stock in this section, and do not expect any serious trouble, unless the strike is long drawn out.

Ran Engine Into Pit.

Kenora despatch: This morning at 11:45 a locomotive was run into the turntable pit here, and it is claimed that the act was done by one of the striking shopmen. A hostler had brought a locomotive out of the shop and it had been turned over to the engine crew, who had placed it on a siding in readiness to take out an eastbound train. While the engine was absent for a few minutes in the shops, getting something which he had forgotten, someone sneaked up to the engine and opened the throttle. The siding leading to the turntable was open and the engine ran into the pit. The damage was only slight.

Quietly Settling Down.

Montreal despatch: Both sides have been quietly settling down for a steady fight to-day in the strike of the C. P. R. mechanical unions. The strikers have done nothing during the day, though the leaders have been conferring with Mr. Bell Hardy, the union chairman, who is in charge of the strike, while pickets have been watching the various entrances to the Angus shops, and doing what they could to persuade other employees of the car department to join their ranks. The main features of the day were that a number of the strikers have already applied for reinstatement, while a large number of idle men have also asked for work. At the same time the C. P. R. has been looking abroad for men to take the places of the strikers, and has received assurances by wire from various agents that they could be supplied with all the mechanics and roundhousemen they needed. It is not expected that the strike will interfere in any way with the handling

of the western crops, even though it should last until the wheat starts to move, which is not expected. The western wheat will not start to reach the railroad in any volume for five or six weeks yet, and the C. P. R. has been making steady preparations for handling it. It is estimated that the crop will require about sixteen thousand box cars, and of these there are already fifteen thousand in the west, with a corresponding supply of engines. The rest will be sent on as freight offers and kept in the west until they are required. Under these circumstances it is not thought that the strike can affect the handling of the wheat, no matter how long it lasts.

Mr. Bell Hardy stated to-night that he was well pleased with the way in which the men had responded to the strike call so far. According to his information practically all the union men had gone out, while during the day a number of other non-union men and employees of the car shops had also followed suit, so that the strike, in his opinion, had proved more extensive than was at first anticipated. Mr. Hardy stated that so far as he knew none of the strikers had applied for reinstatement, and all were prepared to play out until a final settlement was reached. So far the Canadian Pacific is concerned it is still pursuing its policy of masterly inactivity. Sir Thomas Shaughnessy when asked to-day what effect the strike would have upon the handling of the western crops merely reiterated his statement that the C. P. R. had nothing to say regarding the strike.

Support From Vancouver.

Vancouver, B.C., despatch: At a meeting of the Trades and Labor Council this evening a delegate from the Machinists' Union, speaking of the C. P. R. strike, stated it was reported that Mr. Bury, of Winnipeg, had recently visited the labor organizations inside of five years. The Council agreed to support the strikers in every way possible.

TWO MEN KILLED.

Crushed Beneath Cement Drain—Pinned by the Legs.

New York, Aug. 10.—Crushed beneath a heavy cement drain which had fallen upon them while they were at work in the yard of the St. John's Orphan Asylum in Brooklyn to-day, Thomas Roche and John McLaughlin were instantly killed, and Charles Timony was injured, probably fatally. The men were digging beneath the floor of the drain to deepen it. Timony was held fast by the great weight upon his legs, and surgeons from the hospital gave him stimulants to keep him alive while the members of a city fire company dug frantically to release him. He was conscious while the rescue work was going on.

A NEW IDEA.

IMPERIAL GEOGRAPHY TO BE INTRODUCED IN SCHOOLS.

Mr. A. Hugh Fisher Has Come to Canada for the Purpose of Preparing Illustrations and Descriptions for the New Lessons.

Ottawa, Aug. 10.—The imperial movement, started some years ago by representatives of the Colonial and Indian Office to introduce into the schools of the empire a system of elaborately illustrated geography lessons dealing with various parts of His Majesty's dominions, has now reached Canada. The committee which was formed, with Lord Meath as chairman, and which has the active support of the Colonial Office authorities, chose two years ago Mr. A. Hugh Fisher, a distinguished London artist, to take charge of the preparation of an elaborate series of lantern slides, photographs, etc., illustrative of the geographical, social and commercial features of all the component parts of the empire.

These are to be published under the supervision of the central committee, of which Mr. H. J. MacKinder, a prominent British educationist, is chairman, and sold at the bare cost of reproduction to the schools of the empire. Mr. Fisher, after spending a year in India, where he has prepared a splendid collection of color sketches, photographs, etc., has now come to Canada to continue the work. During the past week he has been in the capital consulting with Mr. MacKinder, who is now on a visit to Canada.

The plan of campaign for the preparation of a most comprehensive series of Canadian pictures has been mapped out, and Mr. Fisher is now going to the west to portray for the benefit of the school children of the British Isles and other parts of the empire a graphic series of geography lessons on the resources, physical features and general characteristics of the "granary of the empire." In the autumn he will return east and continue his sketches in eastern Canada.

To illustrate the views a series of lectures is being prepared by Mr. MacKinder. Lantern slides and the accompanying lectures descriptive of the mother country will soon be published for distribution among the schools of Canada and the other colonies.

A fund of \$20,000 has been raised by private subscription, headed by the Princess of Wales, to cover the preliminary cost of publication.

CHARGED WITH MURDER.

G. Z. Johnson Committed for Trial at Kenora.

Kenora despatch: G. Z. Johnson, the man who on Tuesday, July 28th, so brutally inflicted such injuries on Mrs. Ackerman, who died a few days later, appeared in the Police Court to-day and was committed for trial for murder. Mrs. Humphreys, his other victim, who has since been lying in the hospital in a serious condition, is beginning to show signs of improvement, and it is now expected that she will recover. The other persons hurly in Johnson's onslaught, namely, Mrs. Wolesey, Arthur Jarvis and James Humphreys, are slowly recovering from their injuries.

AUCKLAND NOW READY

To Entertain the Members of the U. S. Squadron.

Auckland, N.Z., Aug. 10, 10 a. m.—The supply ship Culgoa, attached to the U. S. Atlantic fleet, from Honolulu, July 21, arrived here to-night. She received the following wireless communication from the fleet:

"Yesterday and to-day (Aug. 6 and 7) there was a fresh breeze to moderate gale, with a rough sea. This morning the weather was the heaviest encountered since leaving Hampton Roads. The ships are pitching heavily. The spars were knocked down at 8 a. m. We will increase our speed to 11 knots, and expect to reach Auckland on scheduled time. There will be no fleet evolutions to-day on account of the weather. The vessels keep their formation and distance easily. Distance from Auckland, 360 miles.

Already the city of Auckland is ablaze with flags in honor of the fast approaching American fleet, and interest in the visit of the warships is running high.

Parliament to-day adjourned for a week in order to enable the members of the two houses to devote themselves to the entertainment of the visitors. Only two members, both Maoris, objected to adjourning. They explained that the Maoris were in no way enthusiastic over the much heralded arrival of the fleet, "because of the attitude of the Americans on the color question." The Premier, Sir Joseph Ward, deprecated such speeches, and declared it was only a handful of extremists who had objected. The welcome to the fleet, the Premier said, would be practically unanimous.

"BOBS" CHEERED.

FIELD MARSHAL LEAVES OTTAWA ON RETURN HOME.

No Formalities Observed—Drove in Auto Without an Escort Along Circuitous Route, Which Was Gaily Decorated—Thousands Saw Him Off.

Ottawa despatch: The citizens of Ottawa gave a splendid send-off to Lord Roberts to-night. The hour of departure had been fixed for 7:30, and long before that time the streets along which the Field Marshal was to pass were crowded with spectators. There were no formalities in connection with the departure of "Bobs." A guard of honor was dispensed with, and there was nothing in the nature of an escort. Three bands were stationed at different points along the route, and played while the crowd waited. His lordship left Rideau Hall at 7 o'clock in Mr. Ned Grant's auto, with him being his daughter, Lady Bileen.

The route taken was by Sussex, Wellington Bank and Sparks streets to the central station. There was a liberal display of bunting, and the cheering all along the route was of a very hearty character. The Municipal Band played "Auld Lang Syne," as Lord Roberts passed the Parliament building. Sparks street was a mass of cheering humanity, and it was with difficulty that Mr. Grant steered his machine through. The arrangements at the station, which were in charge of the Dominion police, were perfect. As the auto with Lord Roberts and Lady Bileen entered the station yard, 3,000 people cheered the veteran soldier to the echo. In the roped enclosure on the platform there were present to say good-bye Lady Sybil Grey, Sir Wilfrid and Lady Laurier, Sir John and Lady Hanbury-Williams, Lord Leases, Major Scott and a score of other distinguished people.

Accompanying Lord Roberts and Lady Bileen on the Empress of Britain tomorrow is Lady Violet Elliott, youngest daughter of Earl of Conness, Minister. The train pulled out sharp on time. As it started, Sir Wilfrid led the cheering, and once more the earl heard the strains of "Auld Lang Syne." He stood on the rear platform bowing his acknowledgments right and left, and is now being held awaiting action by the Canadian Government.

CAUGHT IN ITALY.

Montreal Slayer Sought Refuge in His Native Village.

Montreal, Aug. 10.—A letter received to-day by the parents of Vincenzo Marina, who was shot to death a couple of months ago, tells of the arrest of the alleged murderer, Francisco Alagna, alias Ceccagna, alias Carlo Torto, in his native Calabria village, Ferlizi, on July 20. Through correspondence, the authorities of the town were made aware of the facts of the murder, and when Alagna, who disappeared from Montreal immediately after the murder, made his appearance, he was immediately arrested by the gendarmes, and is now being held awaiting action by the Canadian Government.

Marino, the dead man, was generally credited with being the leader of the Black Hand Society in Montreal. He had, it is alleged, collected \$200 from Alagna, and it was the latter's refusal to return the money when demanded that brought death to him on the spot. Alagna shot him in the stomach, and then disappeared.

DRIVEN CRAZY BY HEAT.

Two Men Committed Suicide at Brooklyn—Many Prostrations.

New York, Aug. 10.—Probably crazed by the heat, Robert Turnbull, formerly a professional pugilist shot and killed himself in his home at Brooklyn to-day. Another suicide attributed to the effect of the heat was that of Morris Lubrisky, who hanged himself from a port pole in his home in Brooklyn to-day. There were a number of heat prostrations to-day, but these were chiefly due to the oppressive humidity.

T H I S O R I G I N A L D O C U M E N T I S I N P O O R C O N D I T I O N