

43RD YEAR NO. 17819

THE ADVERTISER, LONDON, ONTARIO, SATURDAY, MAY, 5, 1906.—TWENTY PAGES.

PRICE TWO CENTS.

COAL STRIKE MENACE PASSES; MINERS DECIDE NOT TO QUIT

Anthracite Workers Will Go Back on Terms of Award of 1903—Suspension Order Raised.

Scranton, May 5.—There will be no strike of the anthracite miners. That is now a settled conclusion, for such is the advice of President John Mitchell and National Secretary-Treasurer Wilson and others of the leaders, who today addressed the convention of the miners before the report of the scale committee was presented. Their addresses fully forecasted the report which the committee would make. The suspension order will be raised, and the miners will go back to work upon the terms of the award of the anthracite strike commission of 1903, which the operators were willing to have continued, and will later seek to obtain through the conciliation board or by arbitration the bettering of conditions which they complain are working hardships on them.

PASSAIC POLICE SHOOT STRIKERS

Four Italian Rioters Were Shot Down in Fierce Street Battle.

Passaic, N. J., May 5.—In a fierce battle between Italian strikers and the police today, four of the rioters were shot and a number of policemen injured. One of the men shot may die. Thirty-two men were made prisoners by the police.

The rioters fought stubbornly with sticks and stones until the police began to fire upon them with their revolvers, when after an hour's fight they broke and fled, leaving many wounded. The police pursued them and poured them out of a stone quarry, whence they fled into the woods. The strikers had demanded an increase in pay from 20 cents to 30 cents an hour.

MCGARVEY COMMITTED

Strathroy Man to Stand Trial on Six Charges of Stealing.

Edward McGarvey, of Strathroy, was committed for trial yesterday by P. M. Noble, of that place, on six different charges of stealing. McGarvey's favorite pastime is alleged to be "pinching" buggy cushions. He appeared before Judge Macneil this morning and elected to be tried at the general sessions in June. Application was made for bail and it was accepted. McGarvey was to give personal security for \$500 and to find two sureties of \$500 each. This was on one case. On the other five cases his own bond for \$100 was accepted.

Attempted Suicide.

Toronto, May 5.—John McAffey, a young man, attempted to commit suicide by strangling in a cell in St. Andrew's Market police station this morning. McAffey was arrested about 10 o'clock this morning. He was drunk and almost on the verge of delirium tremens. Shortly after 5 o'clock he was found stretched out on the floor of his cell with his handskerchief tied tightly round his neck, and unconscious.

Arthur at Montreal

Montreal, May 5.—Prince Arthur of Connaught, who concluded his stay at Quebec last night, arrived at Outremont Junction at 8 o'clock this morning, travelling on the C. P. R. by special train. At that point his train was switched to the North Shore Line and proceeded to Ottawa. The official visit to this city will be made next week, commencing on Tuesday.

AGREEMENT WITH GRAND TRUNK IS NOT YET AN IMPOSSIBILITY

Feeling at City Hall That the Railway and City Can Yet Come Together.

Grand Trunk matters are very quiet around the city hall today, as everything now depends on the answer the city will receive from Manager McGuigan as to whether the company can wait for a vote of the people to be taken on the question of exempting the company for a period of years in lieu of the bonus of \$200,000, which has been asked.

Though the negotiations have been practically at a standstill, no one imagines for a moment that they have been broken off, or that the city and the company cannot come together. But the optimism of the city fathers is due to the fact that they believe the company will yet see its way clear to do away with a number of the level tracks, when the main lines have been elevated.

Manager McGuigan's statement to Mayor Judd that the company is willing to give the city a guarantee that no trains will be run through the city from the west on the level leaves this important matter open for negotiation. Certainly, the council feels that to ask the people to vote for an exemption for the Grand Trunk so long as the present tracks remain, in addition to the overhead tracks, is out of the question. In the language of one alder-

MUST DO BETTER OR GO TO PEN

Delbert Bottrill Gets His Last Chance From P. M.—Must Support Wife.

Delbert Bottrill, who was in the police court some time ago on a charge of neglecting his wife and family, and was bailed to see if he would conduct himself in a better manner, appeared this morning for sentence. The court found that Bottrill had been behaving somewhat better than before, having given his wife \$7 within the last month. He has been working, has not been drinking quite so much, and is believed to have remained away almost entirely from the colored woman, who appeared to be the cause of his neglect of his own family.

The magistrate pointed out to Bottrill that if he kept his promise, he would certainly send him down, but seeing that he had done a little better and that his wife had interceded for him, he would give him another chance. Bottrill was bailed for four weeks, and warned that if he did not do still better than he has been doing, he will, at the end of the four weeks, go down for three years.

Harriet Chrysler, who appeared on a charge of keeping a disorderly house, was found guilty and fined \$10 or 21 days. A neighbor of Harriet's was the complainant, and told of how Harriet would have great gatherings of her friends, colored and white, and go out with a jug to the nearest grogshop to get the necessary oil of merit. When she returned they would hold what he called a "jubilee." When they all became sufficiently rejuvenated around, tapping at his window, and doing all sorts of mischievous tricks. There would be sounds of drunken revelry from within the house, which were also very annoying. Two police officers, also gave evidence against Harriet, telling of the complaints against her house, and of how they had been on several occasions called there on account of the disturbance it caused.

Joseph Mulvey appeared in the dock on a charge of being drunk and disorderly. It transpired that Mulvey had a fighting jag on Friday, and followed a man up the street wanting to fight him. Mulvey did not mind the warning which a constable gave him, and kept following on, until he overtook the man, and proceeded to "take a punch at him," as he called it. Mulvey was immediately arrested, and spent the night in the cage. He was fined \$10 or 21 days.

Wm. Bentley, who appeared the other day on a charge of trespass, was discharged, upon promising not to bother the lady any more.

James Patterson was fined \$5 or ten days for being drunk.

At the meeting of the council last night this matter was thrashed out. "As the proposition now stands," said Ald. Forth, "the city will derive no benefit from the so-called improvements, except what may accrue from the erection of the new station. Out of the money that the company will spend in London for labor, the city will receive no other benefit than the deposit for the \$200,000. The question is, Can the city afford to have the overhead tracks and the level tracks, too? While I am in favor of encouraging the Grand Trunk and every other industry in London, I will never vote for any agreement which is an agreement for which posterity will condemn us. If the company can get along without the elevated tracks, why not let them do it? We shall continue to be the company's man, and we will give them our freight in the future as in the past."

Ald. Stevenson said that London is the most dangerous place in Canada on the line of the Grand Trunk to run through-freights through, and it is to the honor of the company to do away with the many dangerous crossings. The company's so-called improvements had simply resulted in the buying of property from which the city had formerly received a revenue, but which the company now asks to have exempted. What guarantee had the city that the company would not continue to buy property and perhaps lease it to others? No matter how much

(Continued on Page Eight.)

ENGINE HITS A CAR

One Man Killed in Crossing Accident at Montreal.

Montreal, May 5.—A Grand Trunk shunting engine struck a Center street car of the Montreal street railway at St. Patrick crossing on Wellington street, near the south end of the Canal bridge, shortly before 7 o'clock this morning, and one workman, whose name has not yet been learned, was instantly killed, and a number of others were shaken up. The engine struck the car with considerable force, swinging the car around and dragged it up the track in a westerly direction for about a hundred yards.

KIDNAPPED AT MONTREAL

Moore Creek Man Says He Was Carried Off 70 Years Ago.

Montreal, Que., May 5.—A strange kidnapping story has come to light at Moore Creek, Ont., where an old resident, going by the name of Francis Richard, declared to a visiting mission-ary from Montreal that his real name was Francis Richard Fogarty, and that he had been kidnapped from Montreal by a French-Canadian named Emile Langevin, 70 years before. In confirmation of the story, the baptism record of Francis Richard Fogarty has been found in the archives of the Notre Dame Church of this city.

BOUQUETS FOR WITTE

Czar Sorry He Is Quitting and Bestows High Honor.

St. Petersburg, May 5.—The official announcement of Count Witte's retirement from the premiership, the retirement of M. Durnovo from the ministry of the Interior, and M. Gorev's elevation to the premiership, appeared this morning in the Official Messenger. The names of the other members of the new cabinet were not gazetted. The usual reports do not contain the slightest suggestion of his majesty's displeasure. On the contrary, the respect to Witte puts the motives for his retirement in the best possible light, accepting the excuse of ill-health at its face value. The whole tone of the report is extraordinarily cordial, and besides it confers on Witte the Order of Alexander Nevsky in brilliant. It is the second highest distinction in Russia. Witte also retains his title of count, and is appointed a member of the council of the empire or upper house of the new parliament, and remains a secretary of state.

WINDSOR KICKS ON RATES

Heard by Railway Commission and Hopes for Readjustment.

Windsor, Ont., May 5.—A general readjustment of freight rates from Windsor to Canadian points east and west is hoped for as a result of the hearing before the railway commission here on Friday and today. The Kerr engine works showed that the rate on hydrocarbons was higher than from Boston to Montreal is 35 cents per hundred, while from Windsor to Montreal it is 44 cents, and that from Boston to Toronto the rate is 28 cents, while from Windsor to Toronto it is 30 cents. The Walkerville Brewing Company claim that they are shut out of Toronto, Hamilton and adjacent markets, because of the rate of 20 cents from Windsor, while Detroit has a 12-cent rate. The rate from Detroit to British Columbia via P. R. is 10 cents per hundred less than from Windsor, incidentally the Brewing Company object to being restricted to hops and malt in making beer, while the Government admits from the United States a beverage made of rice, molasses, etc. The Standard Paint Company showed that a better rate can be had from Montreal to Detroit than to Windsor.

ALBERT IS STILL FREE

County Police Fail to Capture the Escaped Prisoner.

Albert Summers, who departed from the county jail yesterday without saying farewell, has not yet returned. He was still going when last heard of. It seems Albert waded through the river near Dundas street, crossed through Tecumseh Park, and along in to Mount Pleasant Cemetery. Then Albert hung his clothes on a hickory journey, clothed in his lonesome garments and a frightened look. With him was liberty. He gave his pursuers the slip when some distance out in the woods, and has not been seen since. It would be a hard-headed man who would arrest Altituduous Albert.

Like a voice from the dying was Al's parting words. Overcome with emotion and repentance for kicking the policeman in the ribs, he said: "Tell the policeman I was sorry I hurt him." With tears in his eyes, he hastened sorrowfully on into the woods. Good-bye, Albert, take care of yourself.

Wants New Arbitrator.

Toronto, May 5.—Mr. J. H. Harpell, formerly manager of Queen's University Quarterly, is moving in single court arbitration for the appointment of a new arbitrator in the arbitration to decide what damages he should receive for being forced to resign the management of Queen's Quarterly. Mr. Justice McEwen, who was one of the arbitrators, cannot act. Harpell has refused to publish an article in the Quarterly reflecting on the policy of Sir Wilfrid Laurier.

BRANCH ROAD TO MILITARY CAMP

Extension of Pembroke Southern to Petawawa Asked.

EXEMPT WOODLANDS FROM TAX

Matheson Introduces Measure to Confirm Renewal of the Soo Guarantee.

Toronto, May 5.—Yesterday's session, though short, was marked by a couple of interesting features, one being the introduction of a bill for the building of a branch line to carry troops to the new military camp at Petawawa. An amusing incident marked the close of the sitting. The speaker had requested Mr. Carscallen to take his chair temporarily, and the Hamilton member was still filling it when the Premier moved the adjournment. Mr. Carscallen thereupon adjourned the House, and was greeted with applause and laughter as he solemnly followed the march to the speaker's office.

Mr. Dunlop secured the suspension of the rules of the House for the introduction of a bill respecting the Pembroke Southern Railway Company, giving the road a charter to build a line 14 miles long, from Pembroke to Petawawa, where the new Dominion military campground will be located. The time for introducing such legislation expired some weeks ago. The Premier said that he had had notice of the bill over a week ago from the Grand Trunk Railway. He had asked that they notify the C. P. R., whose line would be paralleled, and the two municipalities through which the branch would pass. This had been done, and advertisements had been inserted in the newspapers. Under ordinary circumstances, the granting of the request would be out of all question, but as it was a Dominion matter, and the convenience of the citizen-soldier was concerned, all the troops and munitions of war having to be shipped at present, he had less hesitation in the matter. He had had a telegram from the solicitor of the C. P. R., stating that the company had no objection to the bill.

Hon. Mr. Harcourt said there were precedents for the proposed action of the House. It was apparent that the public interests would be served by the proposed railway, therefore, there could be no objection to waive the usual procedure and allow the introduction of the bill.

Soo Guarantee Bill.

Hon. Mr. Matheson introduced a bill to validate the Government guarantee of the Soo loan. It was read a first and a second time.

Mr. Craig withdrew his bill respecting the denial of inspection of school children's teeth, on the understanding that the Minister of Education would make provision for an inspection. Mr. Lennox withdrew his amendment extending the powers of county councils, but will bring it in next session.

Hon. Mr. Downer's bill exempting woodlands from taxation was reported. In his support, he said that Chief Forester, Penchot, of the United States, approved of the principle. The Premier took rather a contemptuous view of the bill. He thought it too far-reaching and was opposed to giving the municipalities the option provided for in a matter touching assessment. He said no harm could come from putting it in force for a year, and intimating that it might be made the basis for a more satisfactory act.

The Quality of Cheese.

Mr. Monteth's bill to prevent fraud in the manufacture of cheese and butter was reported.

Mr. Dargavel (Leeds), who is treasurer of the Eastern Ontario Dairy-men's Association, introduced the measure heartily. He would improve the (Continued on Page Eight.)

THE WEATHER.

Tomorrow—Fair and Cooler.

London, Saturday, May 5.
Sun rise, 5:06 a.m. Moon sets, 3:44 a.m.
Sun sets, 7:23 p.m. Moon rises, 3:44 a.m.
Toronto, May 4-5 a.m.
The weather today has been cool in the Northwest Provinces and warm elsewhere in Canada. Light scattered showers have occurred in the Northwest Provinces, Ontario and Quebec, but generally it has been fair.
Minimum and maximum temperatures: Victoria, 42-64; Vancouver, 34-63; Calgary, 34-64; Edmonton, 30-62; Qu'Appelle, 20-52; Winnipeg, 26-62; Port Arthur, 24-60; Parry Sound, 40-58; Toronto, 40-76; Ottawa, 30-62; St. John, 36-52; Halifax, 34-64.

FORECASTS.

Saturday, May 5-8 a.m.
Today—Westerly winds; fair and cooler, with few scattered showers.
Sunday—Westerly winds; fair and comparatively cool.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Calgary	20	15	Cloudy
Winnipeg	22	18	Cloudy
Port Arthur	40	32	Fair
Parry Sound	44	38	Fair
Toronto	48	44	Fair
Ottawa	34	28	Fair
Montreal	50	40	Clear
Quebec	52	42	Clear
Fisher Point	56	44	Fair

WEATHER NOTES.

The weather has turned much cooler again in the Northwest Provinces, and heavy frost is reported from all stations. The temperature rose above 70° yesterday over a large part of Ontario, and is above 60° in Quebec and the Maritime Provinces.

LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Friday were: Highest, 73°; lowest, 40° above.

REPORT AT WASHINGTON

International Waterways Commission Agreement in Taft's Hand.

Washington, May 5.—Gen. Ernst, president of the American members of the international waterways commission, arrived here yesterday from Buffalo, where the commission has been in session, and submitted to Secretary of War Taft the report and recommendations agreed upon yesterday. The agreement shortly will be submitted to Congress.

THE REVENUE MOUNTS

Almost a Seven Million Increase in Last Ten Months.

Ottawa, May 5.—The revenue of Canada amounts for the ten months ended April 30 at \$63,808,359, which is \$6,678,848 more than at the same period last year. Receipts exceeded ordinary expenditures by \$18,459,860, and all expenditures combined by \$8,628,091. The ordinary expenditure totaled \$45,248,490, an increase of \$3,010,592, while the capital expenditure was \$10,431,769, a gain of \$320,841.

TO ABANDON BAVARIAN

Underwriters Act on Report of Expert on the Spot.

Montreal, May 5.—Mr. T. N. Armit, representative of the British East Coast Salvage Company, who came out to Quebec some weeks ago to investigate the conditions of the Allan steamer Bavarian, stranded on the rocks opposite Groses Island, received a cablegram this morning advising him that the underwriters had decided to abandon the vessel unless he would undertake to raise the vessel at his own risk. Mr. Armit does not care to risk the financial obligation involved. The vessel will therefore be abandoned.

SOMETHING FOR SHERRING

Whitney Says Ontario Will Donate at Least \$500.

Toronto, May 4.—Messrs. R. B. Harris and J. G. Gauld, of Hamilton, deputed by the citizens of that city, waited upon Premier Whitney and Hon. Mr. Matheson today, and asked that the Government make a grant toward a gift to Mr. William Sherring, the winner of the Marathon race. "You would not suggest, I hope," said the Premier, "that we should bring him down under this roof and give him \$450 a year and run him?" The deputation replied "No" to this, saying they believed Sherring would prefer to make his own way in the world.

The Premier assured the Hamilton gentlemen that he would recommend his colleagues to give a grant of at least the minimum amount asked, namely \$450, conditional upon the understanding that this or any larger amount which was voted should go wholly to Sherring.

This, he was assured, would be the case.

What was most favored in Hamilton was the idea of Sherring's house and lot. Towards this the Government grant would be applied.

A deputation will go from Hamilton to Ottawa later to request assistance from the Federal Government.

MONTREAL HARBOR BILL

Measure to Improve Navigation Facilities Before Committee.

Ottawa, May 4.—In an atmosphere of political indifference the Government made fair progress. Mr. Brodeur's bill regarding the Montreal Harbor Board was debated in committee and given a third reading. Criticisms of it were not severe, and the desire seemed general to improve the navigation and harbor facilities for the eastern metropolis. This evening fair progress was made on the supplementary estimates for the current year. There was a small attendance all day, suggesting that the stress of the debate on the North Atlantic Trading Company had driven many members home to seek repose.

Before the orders of the day were called this afternoon Mr. Armand Lavigne, replying to the statement published in La Presse, that he had intended voting with Mr. Bourassa against the Government on the North Atlantic Trading Company contract, but was absent when the vote was taken, denied that it was La Presse and suggested that it was Le Journal that ran away to Mackenzie & Mann at the last moment during the Dominion campaign. He had been paired for the division with a member of the Opposition, although as a matter of fact he had not asked for a pair.

Bulging With Money.

Ottawa, May 4.—A man apparently denuded, who says his name is Mason, and that he is a farmer from near Sherbrooke, was found by the police walking aimlessly about last evening. On his being taken to the station nearly \$4,000 in money was found on his person. It was bulging in every pocket. The police have not the money in a vault, and sent the old man to the Protestant Hospital, while inquiries are being made for friends.

Train Ran Into Boulder

Fort William, May 4.—Last night's No. 1 express passed through over twelve hours late, caused by a freight wreck twelve miles from Middleton at 5 o'clock yesterday afternoon. A large boulder fell on the track, and the freight engine ran into it, wrecking the engine and several freight cars. No one was injured.

ELEVATE TRACKS, MAKE CITY PAY PORTION OF THE COST

Mr. McGuigan Thinks He Can Get Such an Order from Railway Commission—People May Vote.

The city of London, in addition to its other troubles in connection with the Grand Trunk tangle, has struck a legal snag. Last night City Solicitor Meredith told the council that, if Mr. McGuigan meant what he said when he told the railway committee that the company could not wait for a vote of people on the question of a bonus or exemption, the negotiations between the city and the company may as well be called off right now, as the city has not the power to either bonus or exempt the company without the consent of the ratepayers.

If Mr. McGuigan meant what he said, then you are only wasting your time," Mr. Meredith said. "I spoke of the matter to Mr. Cowan, the company's solicitor," said the mayor, "and he told me he never knew Mr. McGuigan to say a thing he didn't mean."

After a discussion, which occupied a couple of hours, the committee accepted the suggestion of Mr. Meredith that the city write Mr. McGuigan and see if it is absolutely true that the company cannot wait.

If this is the case, it looks as though the improvements will be held back for this year at least, unless the company is willing to go ahead with the work for its own good. If the company is willing to wait, the city may find it possible to take a vote of the

people on the matter of an exemption for the company at once, say within two weeks after the articles are signed. The vote would cost the city not less than \$1,000, but the council would be willing to spend this amount if the Grand Trunk will meet the city half way in the matter of the exemption.

A Unit on Two Points.

The different members of the council appeared anxious to come to terms with the company, but not on any conditions like those named by the Grand Trunk.

On two points, the council was practically a unit. One was that they would not give the company one cent of a cash bonus, nor will it exempt the company to the extent asked. The other point was that the city and company cannot do business all its level tracks in London.

Mayor Judd, who met Mr. McGuigan yesterday, gave the gist of what transpired at the informal interview to the committee.

Mr. McGuigan wishes it understood that the improvements which are contemplated are not altogether for the benefit of the company, but will do the city a great deal of good; also that the company can get along without elevating its tracks in London by simply reducing the grades east and west

(Continued on Page Eight.)

THESPIANS SEND \$33,000 TO 'FRISCO

Broadway Has the Biggest Benefit Ever Held—12,000 Persons Were There.

New York, May 5.—A benefit performance, said to be the biggest ever given in this country, was given under the auspices of the combined theater managers of greater New York at the Metropolitan Opera House yesterday for the benefit of the San Francisco sufferers. A great band of actors, actresses and musicians, including the best known on the operatic and dramatic stage in this country, volunteered their services for a continuous performance which lasted from 11 o'clock in the morning until 12 o'clock at night.

It is estimated that more than \$33,000 was netted and that more than 12,000 persons saw the performance. A crowd was outside the doors before 9 in the morning waiting to get in, and thousands of others waited in line from 2 in the afternoon to get in the evening performance. A number of persons, after seeing the long performance from 11 in the morning until 6 at night absolutely refused to leave their seats to make room for the evening audience and stayed for one of the longest theater sessions on record, from 11 a.m. to midnight—13 hours. A large number of tickets had been sold with the idea that the audience would come in relays. But 600 women with a scattering of men at the close of the afternoon performance refused to quit the place at the request of the managers or the threats of the policemen and without regard to the crowds who had been standing in line in front of the opera house all the afternoon waiting for a chance to rush for seats for the evening performance. All seats were \$1 each, and the first-comers secured the best seats and kept them. They argued that as the tickets read from 11 a.m. to 12 p.m., they had a moral right to be let alone. The expedient was tried by the management of the benefit of turning off practically all the lights, leaving the obstinate Yvette Guilbert in darkness, but it failed to budge them.

There were in all 43 numbers on the programme, some of the most prominent being Mme. Eames, Sousa Opera Company, in an act of "Free Lance"; Yvette Guilbert, Etienne Dujardin, Morton, Vesta Victoria, Blanche Binn, Sam Bernard, Mrs. Fiske, an act from "Mr. Hopkinson"; Ethel Barrymore, the Fadelites of Boston, Carroll Johnson, Vesta Tilley, George M. Cohan, Lillian Russell, Victor Herbert and his orchestra, David Bispham, Maud Powell, Lillian Blauvelt, R. Joseph and Mme. Schuman-Heinkel.

At 11 o'clock luncheon was served. In the boxes refreshments were served by pretty actresses, who found customers for sandwiches, tea, chocolate, ices, lemonade, candy and flowers and good prices were paid for them. It is not every day that one can buy a sandwich of Amelia Bingham, and programmes offered by Lillian Russell went like hot cakes. The great event of the evening was the auctioning off of a programme of the performance containing the autographs of all the star performers in the cast. It sold for \$1,000.

Stole From Cars.

Belleville, Ont., May 5.—John Lucas, charged with stealing grain and four from G. T. R. bonded cars at the station here, was this morning found guilty in the police court. Sentence was deferred for a week at the request of the prisoner's lawyer.

FAST EXPRESSES IN HEAD-ON CRASH

Seven Killed and Twenty Injured in Wreck on the Pennsylvania.

Altoona, Pa., May 5.—The most disastrous accident on the Pennsylvania Railroad since the disaster at Harrisburg nearly a year ago, when about 20 persons were killed, occurred last night about 10 o'clock on the Petersburg branch, about 100 yards east of Clover Creek Junction.

The Chicago mail, bound east, and the St. Louis express, bound west, two of the fastest trains on the system, going at full speed, met head-on. Seven cars were wrecked and both engines badly damaged. The best information obtainable is to the effect that seven persons were killed and about twenty injured. The particulars may change these figures, but not to any appreciable extent. A partial list of the dead as far as could be ascertained is as follows:

Frank Harder, brakeman, Harrisburg.

J. W. Herr, baggage-master, died shortly after being taken from the wreck.

Unknown woman, Duncannon, Pa.

Unknown man.

LATER.

Altoona, Pa., May 5.—Ten persons are dead as a result of the head-on collision on the Pennsylvania Railroad near Clover Creek Junction last night. Six were killed outright, and four died as a result of injuries received. About 20 of the passengers and train crew were more or less seriously injured.

SHIP GOLD DIRECT

\$1,000,000 in Bullion Coming to Canada by New C. P. R. Boat.

Montreal, May 5.—The Royal Bank of Canada has completed arrangements for the first importation of British gold direct to Canada, and the new C. P. R. royal mail steamship Empress of Britain, which sails from Liverpool on her maiden trip today, will carry in her special room the first consignment, amounting to \$1,000,000 in bullion. Heretofore such imports have been made through New York, owing to the superiority up to the present time of ships running to that port.

The advent of the C. P. R. Empress steamers no longer makes that a necessity, and the management of the line are gratified that this advance in the Canadian steamship service has been so quickly recognized.

SMELTER FOR COBALT

Plant Will Cost \$60,000 and Site Will Be Free.

Toronto, May 5.—The Cobalt district is to have a great ore smelter and refinery. It will cost about \$60,000, and the Ontario Government yesterday agreed to give the projectors, who are represented by E. J. H. Pauley, of this city, a free site at a convenient point on the Temiskaminc Railway between Cobalt and North Bay. A considerable tract of land will be required because arsenical fumes are not conducive to the comfort of near neighbors. The smelter and refinery will, it is anticipated, be in operation in October. The coke for its use will be brought to some port on the north shore of the Georgian Bay and sent in by rail.