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BUSY PREPARING CASE FOR CANADA

WORK OF COMMISSION IS NOT POSTPONED

The New Lieut.-Governor of Ontario—Alleged Lumber Combine in Western Canada.

Ottawa, April 21.—The following cable has been received from London: "From information received here it appears that an impression prevails in Canada that the work of the Alaskan boundary commission has been postponed. This is altogether incorrect. It has been arranged that the formal meeting of the commissioners should be postponed for the present, but this in no way interferes with the preparation of the cases by the respective parties to the controversy. The British case and the United States case, with all documents and evidence relied on in support, must be filed on the 2nd of May. The time given by the treaty was extremely short, and both sides require to make strenuous efforts in order to complete their cases in the time limit. Hon. Mr. Sifton and his staff have been hard at work ever since arriving in London. The counsel on the British side are Attorney-General Sir Robert Finlay, Solicitor-General, Hon. Edward Blake, and Mr. Christopher Robinson. The officials of the foreign office and colonial office are giving every assistance possible."

New Lieut.-Governor. William Mortimer Clark, K.C., of Toronto, has been appointed Lieut.-Governor of the province of Ontario in the place of the late Sir Oliver Mowat. W. M. Clark is the son of the late John Clark, the founder of the Caledonian Bank, Scotland, and was born at Aberdeen, Scotland, on May 24th, 1836. He studied law at Edinburgh University, and coming to Canada in 1859 he was called to the Ontario bar in 1861. He was created a Q.C. in 1867.

Alleged Combine. In the House yesterday Frank Oliver read letters between British Columbia mill trading companies, many reputable law at Alberta endeavoring to prove that there was a combine in lumber in Western Canada. Mr. Oliver and other Manitoba and Northwest members said there was no doubt but there was a combine in the West, and that the lines communicating with Pomerania, Silesia and eastward of Berlin are also down. The gale of Sunday wrought such havoc on the grounds of the palace at Potsdam that a full report on the subject has been telegraphed to Emperor William. Many splendid trees, dating from the time of Frederick the Great, were uprooted. The imperial wild park was also seriously damaged.

TURKS AND INSURGENTS. Another Flight in Which Thirty-Nine Men Were Killed—Reform Judge Murdered.

Salonica, European Turkey, April 21.—A band of about 500 insurgents, partly in Bulgarian uniform, were defeated by a Turkish force on April 19th. Thirty insurgents and nine Turks were killed.

The Koules, Asia Minor, division of ediffs, numbering 16 battalions, has been siled out for active service in Macedonia and Albania.

The new judges appointed under the reform scheme of the powers are being terminated by the Albanians. Two of the judges were shot with revolvers in the streets of Scutari, Asia Minor. One was killed.

CUMBERLAND MINERS. Will Be Asked to Quit Work in Sympathy With the Extension Men.

Ladysmith, April 21.—A mass meeting of the local union of the Western Federation of Miners was held yesterday to receive the report of the men's committee which on Saturday went to Victoria to endeavor to have an interview with James Dunsmuir. They were not refused the right to enter the private office of the president, but were told when they stated that they were union representatives that the business would not be considered.

The union here has decided to ask Cumberland men to quit work in sympathy with them, and it is expected they will do so.

MAY FIGHT IN MEXICO. El Paso, Texas, April 21.—There is a proposition among local sportsmen to have a number of prize fights in June. President Diaz has just issued an order which provides that fights may be held in any state in the Republic so long as the consent of the governor of that state is secured.

TRAINS CAUGHT IN BLIZZARD. St. Petersburg, April 21.—A blizzard has swept over the entire province of Petrokovka. Trains are snowed up and great damage has been done.

CROFTON NOTES.

Large Amount of Ore Received For Smelter—Accident on Saturday.

(Special Correspondence of the Times.) Crofton, April 19.—The large Transfer has been in three times in the past week with coke, coal and three cars of ore from the Lone Pine mine at Republic. The Transfer has made three trips from Marble Bay and the Selkirk is now due from the same place.

The Marble Bay mine, which is owned by the Tacoma Steel Company, is closed down for three weeks or a month while a new and much more powerful hoisting plant is being installed. In the meantime shipments from the dump, which belongs to J. J. Palmer, will continue, both the Transfer and Selkirk bringing this ore. The trip only takes 24 hours under favorable circumstances, including stoppage at Nanaimo for coal.

No. 7 E. & N. locomotive came down on the Transfer to-day, but proved too long for the sharp curves in the smelter yard, and has been taken back again. Another of the E. & N. locomotives will be tried in her place. The smelter company has ordered one for itself, but while she is building it is intended to use the borrowed one.

What might have proved a serious accident happened on Saturday afternoon when through some bricks in the bottom of the receiver of the large furnace burning out the contents broke through and the floor of the converter building was flooded with molten slag and matte. Fortunately the matte had been tipped shortly before and the floor was dry so there were no explosions and no one was hurt. The damage was repaired without closing down and on Sunday morning the furnace was running again as usual and copper is being made as before. Six car-loads of copper have now been shipped, and regular shipments will continue.

On Saturday a steamer which proved to be the Thistle, came into port towing a house on a raft, which is said to be the first instalment from Ladysmith.

THE STORM IN EUROPE. Three Feet of Snow in Some Parts of Germany—Many Trains Are Delayed.

Berlin, April 20.—The thirty-six hours' snow storm over middle Europe ceased at daybreak this morning. The snow is two inches in Berlin, increasing to a depth of 24 inches in the highlands. Snow lies deep in East Prussia and Poland, where the wires are down and trains are delayed. The temperature in most parts of Germany is barely at freezing point, so that the damage to the fruit crops may not be so serious as at first supposed. The snow is melting rapidly, and the streams are already flooding. The government has issued notices that telegraphic communication with Russia is interrupted, and that the lines communicating with Pomerania, Silesia and eastward of Berlin are also down.

The gale of Sunday wrought such havoc on the grounds of the palace at Potsdam that a full report on the subject has been telegraphed to Emperor William. Many splendid trees, dating from the time of Frederick the Great, were uprooted. The imperial wild park was also seriously damaged.

FIRE AT NEW DENVER. Clever Block and Adjoining Buildings Destroyed—Damage Over Twenty-Three Thousand Dollars.

New Denver, B. C., April 21.—Another disaster fire occurred here this morning. Shortly before 2 o'clock a blaze was discovered in a vacant building adjoining the Clever block, which was in course of renovation. The Clever block and all buildings adjoining up to the main building of the New Market hotel are a complete loss. J. B. Smith & Co., who were burned out a few weeks ago by the burning of the Bourne block, had recently moved into the Clever block, and lost their complete stock of general merchandise.

The losses are: Herman Clever, buildings and stock, \$16,000; J. B. Smith, \$5,000; Knights of Pythias, lodge furnishings, \$700; insurance, Smith & Co., \$1,500.

FLOCKS REDUCED. Cold and Disease Kill Thousands of Sheep in Utah, Idaho and Nevada.

Salt Lake, Utah, April 20.—Between the ravages of an unusually severe winter and the breaking out of a malignant disease known as "big head" among their flocks within the past few weeks, the sheep men of Utah, Southern Idaho and Eastern Nevada are believed to have sustained losses that will amount to about 50 per cent. Should this estimate be correct, the loss in Utah alone will amount to about one million head.

CURE FOR DROPSY. Merchant of Salt Lake Fasted For Over Forty Days.

Salt Lake, Utah, April 20.—Arthur Van Meter, a prominent merchant of this city, has just broken a self-imposed fast which began more than forty days ago, for the cure of dropsy. He suffered no distress after the first three days, and appeared to grow strong and healthy. The dropsical conditions have disappeared. When he began the remarkable fast he weighed 250 pounds. He now weighs 127.

STARTLING EVIDENCE BY GEO. McL. BROWN

He Swears That Sir Thomas Shaughnessy Told Him Crown Grants Were Delivered --Disputes Minister's Statements.

(From Wednesday's Daily.)

The select committee having in hand the inquiry into the subsidy matter in Southeast Kootenay sat last night for the purpose of hearing the evidence of G. McL. Brown, of the C. P. R. Mr. Brown was to have been called this morning, but having to leave the city he requested that the committee should sit last night and hear his evidence.

As the representative of the C. P. R., Mr. Brown said he had tried after the third section of the Columbia & Western was built to get a settlement of the subsidy question.

On the 31st July, 1901, he wrote stating that the company had carried out the terms and that they wanted a settlement of the subsidy.

This letter, it was pointed out, is not among the papers produced.

Continuing, Mr. Brown said that about August 1st a reply was received from Mr. Turner. On the 12th August a certified copy of the minute of the council approved on August 10th was received. As the accredited agent of the company he personally accepted a proposition therein set out. He had a verbal communication with Hon. Mr. Wells and other members of the cabinet on the matter.

Acting on the agreement the Crown grants were prepared, and he paid fees for a number, among which were included those for these two blocks in question. He got receipts for the payment and the government fees were never returned.

When he asked for the delivery of the Crown grants, Hon. Mr. Wells informed him that he was going to Montreal himself and would deliver the plans personally to Sir Thos. Shaughnessy. Sir Thos. had informed him that Hon. Mr. Wells delivered the grants, but asked permission to take these two grants back to Victoria, and promised to return them inside of 30 days. He had frequently asked for the grants.

Matters continued in this state until about 19th March, when he heard rumors that the government had passed an order-in-council rescinding the other order-in-council and cancelling grants.

Mr. Brown had asked Mr. Gore if this was so. Mr. Gore referred him to the Chief Commissioner, who told him that the rescinding order had been passed. On the 19th he wrote the Chief Commissioner asking what the intention of the government was in the matter.

He received a reply on the 21st. He wrote the Chief Commissioner a personal letter contending that a settlement had been completed, and requesting permission to go before the cabinet.

An interview was held with members of the government, at which were present Messrs. Dunsmuir, Prentice, Wells, Eberts and Prior. He protested against the action of the government in cancelling the grants. He immediately afterwards made a record of the facts, and the upshot is the passage of the repudiation bill.

A number of letters which had passed were not included in the correspondence before the committee, one a copy of a letter which accompanied the order-in-council of September 4th.

Mr. Brown had also been informed by the government agent at Fort Steele that that officer had been advised that these Crown grants had been issued.

He did not, and as far as he knew his company had not suggested to the government the giving of these two blocks of land in Southeast Kootenay. The first intimation he had that the government proposed to set aside these blocks to meet the deficiency was that order-in-council, September 4th, which was sent to him.

He certainly told the government that his company accepted the propositions. He supposed the reason for giving the lands so far away from the railway line was that owing to alienations and mineral claims it was not convenient to take land contiguous to the line of railway.

Hon. Mr. Wells told him that at one time when in Montreal he had intended

speaking to Shaughnessy respecting building to Spence's Bridge.

Mr. Brown said he never received notice of the rescinding order, and had done nothing officially in regard to the matter since March, 1902.

In reply to a question as to whether the company had applied for a petition of rights, Mr. Brown said "no." Their solicitor advised them that delivery of grants had been made and that the matter was completely settled.

Asked as to value of these particular blocks, he considered that 625,000 acres in Southeast Kootenay was worth more than 900,000 acres somewhere else.

The committee again sat this morning, when Attorney-General Eberts was examined. At adjournment at noon his examination was not completed, but will be continued later.

It was announced that no message had been received from Sir Thos. Shaughnessy yet as to whether he would come to Victoria or not.

The Attorney-General, being sworn, said that the matter of a subsidy was taken up in 1901 at the suggestion of Mr. Dunsmuir, who was going away, and asked Mr. Turner to attend to it. The company was pressing for a settlement. He thought it was taken up in the regular order was, he thought brought in with all matters from the lands and works department. The recommendation for land grants was made, he thought, in August. Early in September it came up before the council and the order-in-council passed.

In answer to Mr. Oliver, he said he presumed the Crown grants were prepared pursuant to that suggestion of Mr. Dunsmuir, who was going away, and asked Mr. Turner to attend to it. The company was pressing for a settlement. He thought it was taken up in the regular order was, he thought brought in with all matters from the lands and works department. The recommendation for land grants was made, he thought, in August. Early in September it came up before the council and the order-in-council passed.

He never understood that the company was not agreeable to the terms of the order-in-council. He had no knowledge of the matter, as it was not done through him. The agent of the company was always trying to get the matter settled up. He had no knowledge of the paying of the fees. It was outside of his department.

The rescinding order-in-council was passed on 18th March, during the sitting of the House. The meeting was held in Hon. Mr. Wells's office.

Asked by Mr. Oliver as to the circumstances leading up to that order-in-council, Hon. Mr. Eberts said he declined to answer what took place in a council meeting. He could not, according to his oath of office, as a member of the executive, disclose what took place other than what was reported in the public press.

Mr. Brown, he recollected, had an interview with members of the council on the matter. Mr. Brown denounced the order-in-council as an unfair one. He did not think that the company had been dealt fairly with owing to no notice having been given them. He said he did not see what had led the government to do this.

Asked if Mr. Brown had spoken of the settlement having been reached and the Crown grants having been delivered, Hon. Mr. Eberts replied: "Well, he spoke to that effect that a settlement had been made with the company."

Questioned by Mr. Oliver as to why Hon. Mr. Wells brought these Crown grants back from Montreal, the Attorney-General said Mr. Wells had given some reason for bringing these Crown grants back to Victoria. He (the Attorney-General) did not for a long time know that they had been brought back. He did not know for perhaps a month or two that they had been brought back.

In reply to Mr. Green, he said he thought the Crown grants had been delivered until informed of their being brought back.

"What were the alleged reasons given by Mr. Wells?" asked Mr. Oliver.

"Well, one was that he could not get the C. P. R. to do something else—or the Columbia & Western," said Hon. Mr. Eberts.

"What was the something he urged?" asked Mr. Oliver.

"Well, don't you think, Mr. Oliver," replied the Attorney-General, "that you should ask Mr. Wells that question?"

"Who suggested that these two blocks should be set aside to meet the deficiency?" was asked by Mr. Oliver.

"That came down by recommendation from the Chief Commissioner," he replied.

That particular block of land had been spoken of and it had been reported to him that these would be accepted in full in lieu of the deficiency. It would be a great saving according to the minister.

He was not aware that anything had been done with the 15th of March with respect to a settlement. He believed that the Premier had had some interviews in the matter.

Referring to the bill of 1902, he gave

an explanation and went fully into the circumstances. It was found impossible to build through the mountains from Rossland to Midway, and the road had to be taken around another way.

In 1897 provisions were made by the Turner government for the building of a railway from the coast by way of Pentiction to Midway by giving \$4,000 a mile. Early in 1898 Mr. Mann appeared on the scene. He said he was in a position to build not only to Midway but to Robson, and asked permission to do so. He asked for legislation providing for \$4,000 a mile from Midway to Robson. He would build the line in two sections, from the coast to Midway, and from Midway to Robson. The additional subsidy from Midway to Robson was provided for. In June Mr. Mann returned and expressed readiness to begin. He was asked to build from the coast to Pentiction, but would not accede to this. He wanted to go to Midway by way of Pentiction, or would not build at all. Mr. Mann said if he got to Midway he could not be held up. He wanted an order-in-council.

Then Mr. Shaughnessy appeared. He agreed with Mr. Turner, and said he would not interfere with the building of the line from the coast to Midway. If this was considered the wisest thing, Mr. Shaughnessy said he would give up the right to build from Midway to Pentiction. Mr. Shaughnessy entered into a contract with Mr. Turner to give up that right and he (the Attorney-General) undertook that the rights of the Columbia & Western would be respected on the other parts of the line. It was proposed that the Columbia & Western should forfeit its land subsidy from Robson to Midway if it built that line for \$4,000 a mile cash subsidy. Mr. Shaughnessy promised to take that into consideration. Going out of office witness knew nothing more about that agreement until he returned to power. That arrangement was agreed to be carried out by the Semlin government, however. It was, he was informed, altered from \$4,000 in cash to \$4,000 in 3 per cent. bonds of the province. These were a little better terms.

He then continued to show that Mr. Semlin's government had respected the agreement entered into.

There was an honorable agreement made among the parties to it that the Columbia & Western was to forfeit its right to build to Pentiction in favor of this arrangement made with Mackenzie & Mann. It was not to his knowledge committed to writing.

In answer to Mr. Oliver, he said it could not have force without the legislative sanction.

Reading from the letter of 1st October, 1898, from Sir Thos. Shaughnessy to J. Martin, he showed that it was known that the land subsidy from Robson and Boundary Creek had been forfeited for cash subsidy of \$4,000 a mile.

It being 12:30 the committee adjourned to meet at a later date, when the Attorney-General's evidence will be continued.

Shaughnessy's Statement. (Special to the Times.)

Montreal, April 22.—Sir Thomas Shaughnessy says:

"The negotiations took place at Vancouver, and I learned very little about them. Mr. Wells delivered to me in Montreal papers for all the grants, and the one in question, which he had with him in an envelope, but which he requested to be allowed to retain for special reasons for a few days, not exceeding a month, and as the present was issued under the great seal and I considered the transfer of the lands completed, I assented, and I do not think I had this particular patent in my hand at any time."

MAY REVOLUTIONIZE INDUSTRY. Successful Experiments Carried Out With Titanic Iron Ore at St. Paul.

St. Paul, April 21.—An experiment which may revolutionize the iron and steel industry of the country has just been successfully made at the plant of the Valley Iron Works, in this city. Titanic iron ore, of which there are billions of tons in Northern Minnesota, was smelted in an ordinary cupola and turned out pig iron which polished like steel, and which, according to those in-terested in the experiment, is better than the finest Bessemer steel. While the hard and soft iron ore mines of St. Louis county have been turning out millions of tons annually for years, farther north there are gigantic beds of iron which, because of the presence of titanium making it refractory, have received only little attention, although the existence is generally known. It has been commonly believed that sooner or later it would be necessary to use this because of the rapidly dwindling supply of the soft ores. Frank Johnson, of St. Paul, who claims to have discovered such a process, conducted the demonstration.

KING SAILS FOR NAPLES. Thousands of People Cheered His Majesty When He Left Malta.

Valetta, Malta, April 21.—The royal yacht Victoria and Albert, with King Edward on board, sailed for Naples to-day, escorted by the whole British Mediterranean fleet. As the yacht steamed out of the harbor she was saluted by the guns of the forts and cheered by thousands of people, who lined the sea front to bid her farewell.

The head-hunters inhabiting the Sierra Madre mountains have made a raid in the province of Nueva Bels, Island of Luzon. They beheaded four natives. A force of cavalry is pursuing the raiders.

DOMINION NOTES.

Railway Conductor Gets Two Years for Conspiracy—Two Men Drowned at Launching.

Montreal, April 20.—After one of the most bitterly fought legal battles in the history of the Court of King's Bench of Montreal, Patrick Carlin was today sentenced to two years in the penitentiary for having conspired with Herbert Johnson to defraud the Canadian Pacific railway. Carlin was a conductor, and the evidence showed that he tempted Johnson, a clerk in the audit office, to obtain certain news as to the secret adding of trains.

The Montreal Strike.

Montreal, April 20.—The labor situation on the wharves is causing interested parties great concern. So far the only boats to arrive in port are two colliers and a Gulf of St. Lawrence steamer. They require but a small amount of labor, and this was easily obtained, the men working under police protection. This morning a gang of strikers seized a neighboring stone pile and proceeded to attack the men working on the Campana. The police charged them, and they speedily dispersed.

In the steamship companies this morning notified the mayor that they were not concerned in the strike, it being purely a matter between the stevedores and the men, and they looked to the city for full police protection, and would hold it responsible for any damage done. Mayor Cochran turned the letter over to the chief of police with instructions to see that the request of the shipping men was met. The stevedores absolutely decline to have anything to do with the Ship Laborers' Union.

Two Lives Lost.

Winnipeg, April 20.—While launching the government tug Sir Hector from winter quarters at West Selkirk to-day, the bow cable line gave way, and the boat was dashed into the water. Eight men were carried into the stream, but all escaped except Foreman John Davis and a laborer named Ryan, both being drowned. Davis's body has been recovered.

The Manitoba Elections.

The appointment of a large number of registration clubs to prepare voters' lists for the provincial elections is announced. Registration week will be from May 25th to May 30th. It will take another six weeks to revise the lists, so that the elections are not expected before August or the fall.

All Escaped.

Brantford, April 20.—Mohawk Institute, about two miles southeast of this place, was destroyed by fire last night. The inmates to the number of one hundred and fifty (Indian boys and girls) were asleep when the fire broke out, but all were rescued without injury. Loss about \$35,000.

Address Adopted.

Regina, April 20.—At the assembly today a special committee was appointed to draft a memorial to the Dominion government regarding transportation, public domain, finances, and provincial autonomy. The address in reply to the speech from the throne was adopted without division.

AT MERCY OF REBELS. Pretender to Throne of Morocco May Attack Tetuan—Inhabitants Appeal for Aid.

Madrid, April 21.—A dispatch from Ceuta, Morocco, represents the port of Tetuan, Morocco, as being in a very critical position. The Pretender is being urged to attack Tetuan, the capture of which is considered easy. European and Jewish residents of the place are unable to leave, and have requested that a steamer be sent to fetch them, as in consequence of the insufficient garrison the town will soon be in the hands of the insurgents. The Spaniards have demanded the protection of the Spanish government. A steamer from New York has arrived at Mellilla with 500 cases of ammunition and a number of rifles for the Sultan of Morocco.

SUGAR ADVANCED. New York, April 21.—All grades of refined sugar were advanced five cents on the hundred pounds to-day.

Fifty Years the Standard

DRANGES' CREAM BAKING POWDER

Highest Honors World's Fair Highest tests U.S. Gov't Chemists

PRIZE BAKING POWDER CO. CHICAGO

PURSE SEINES AND FISH TRAPS

THE REPORT OF THE FISHERY COMMISSION

Some of the Recommendations—Favor New Hatcheries and Abolition of Boat-Pullers' Licenses.

Ottawa, April 21.—The fishery commission that enquired into the operation of the fishing industry in British Columbia last year, especially in regard to the effect of traps, has presented a report to the minister.

The report, which is signed by all the commissioners, recommends that purse seines be permitted, then the use not to be restricted to any class.

As to traps, the objections to their use and the difficulties likely to be encountered in operating them are pointed out, and the report says from a business point of view it seems reasonable to grant canners the most efficient and economical methods of fishing, such as are permitted in adjacent waters. If traps are favorably considered there are some details which will require consideration.

Thus it would appear fair that canners who have vast interests should be placed on the same footing with regard to the allotment of trap locations. Dissatisfaction and endless trouble would arise if any particular fishermen or parties were given the best locations, and other firms with large vested interests were less favorably treated.

It was suggested that the government might operate trap nets and supply salmon at actual cost to canners, while it was also suggested that trap locations should be put up at auction. But both of these courses are objectionable.

The commissioners are strongly of the opinion that white labor should be employed on such trap nets where they are allowed, and that Chinese, Japanese and other foreign labor should be discouraged or altogether prohibited. Where this done there would be a demand for white labor.

It is recommended that boat pullers' permit be abolished, and that two or three new hatcheries be erected.

WRECKAGE ON FIRE. Six Lives Lost in Collision Between Freight and Passenger Trains.

Jamestown, N. Y., April 20.—Five passengers and a brakeman are known to have lost their lives in a wreck which occurred early to-day on the Erie railroad at Red House, N. Y., about eight miles from Salamanca. A freight train had taken a siding to allow the vestibule-limited express, which left Chicago yesterday and was due at New York this afternoon, to pass. Through an accident to a coupling, the freight failed to clear the main track. The result was a rear end collision. The bodies of two women and a little girl, two men, passengers and a brakeman of the freight train, were badly burned in a fire which destroyed three sleepers and two coaches. So far their names have not been learned. Express Messenger Gabriel, of Marion, Ohio, was probably fatally hurt.

Cause of Accident. Jamestown, April 20.—A coupling broke on the west-bound freight train as the train was leaving the main track to take a siding for the east-bound passenger train No. 4 to pass. The delay occasioned by the accident was the cause of a fatal accident of a most distressing nature. Almost immediately after the train broke in two, the passenger train came along at the rate of fifty miles an hour. The passenger engine, a combination baggage and passenger car, a day coach and two sleepers left the track, running nearly a hundred feet beside the rails, crashing into a small schoolhouse which was completely demolished. The wreck caught fire immediately, and all of the cars which left the track were quickly burned up. The bodies of two women and a child, who are said to have boarded the train at Youngstown, Ohio, bound for Olean, N. Y., were taken from the ruins, burned so badly as to make it impossible to identify them. It is believed that other bodies are still in the wreckage.

Six more or less seriously injured passengers and members of the crew were taken to the Salamanca hospital for treatment. Two private cars attached to the passenger train did not leave the track, and they were quickly drawn to a place of safety. Traffic was delayed for several hours.

Seven Perished. Salamanca, N. Y., April 21.—It is not known with practical certainty that seven persons perished in the wreck of the Erie train No. 4 at Red House.

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