

4,000 TONS COAL RAISED.

Dominion Coal Company Claims Strike is Broken.

Conditions Quiet at Glace Bay and Inverness.

To-day is Pay Day at the Mines and a Critical Time.

Glace Bay, N. S., July 16.—With 7,000 tons of coal loaded into cars during the day, officials of the Dominion Coal Company were jubilant to-night, and declared that the backbone of the United Mine Workers of America strike was practically broken now. The U. M. W. were as confident as ever to-night, and challenged the accuracy of the Coal Company's statements, but there is a very general abroad that the worst of the strike is over. The company claim that there are lots of men ready to come to work now, and they would do so only they do not like to yet. They are afraid of causing ill-will and so are staying out, but the attraction of a good place, the officials of the company assert, is rapidly overcoming these scruples, and any desire to keep up the fight for recognition much longer. U. M. W. officers assert that they have things in a very satisfactory condition, and that the company will find it very hard to get men to fill the places of those who have left the country or are still out.

The present output that the company claim is about one-third of the normal production from the collieries. Their figures up to 4 o'clock were: Collieries, 4,073 tons raised; No. 2 bank, 1,550 tons secured; No. 3 bank, 360 tons secured. This is a considerable increase over the figures to 4 o'clock yesterday, and the total output for the day, the company assert, would be in the vicinity of 7,000 tons. Under ordinary circumstances the output of the collieries is about 12,000 or 13,000 tons, running sometimes as high as 16,000, exclusive of the bank.

The banks are used as a reserve, mainly. While the increase in the production claimed by the company has not been very rapid, their figures have grown steadily every day since the arrival of the troops, and they claim to be more than satisfied with the developments. The company assert that they expect a considerable increase in the tonnage in the next few days. Not only they say so, they expect to see more men coming to work, but they say that the men now at work will get more coal out, as many of them are hardly in condition for hard work after being away for some days.

TO-NIGHT IS CRITICAL.

So far there has been nothing of a startling nature developed in regard to the presence of the military, but if there is any trouble at all it is expected to-morrow night. To-morrow is a pay-day, and many of the men it may be their last pay. The company is always a fortnight in arrears, and the money the men receive to-morrow is the amount that they earned up to June 30th.

All the saloons have been closed up tight so far, but there is a general fear that they will reopen to-morrow, and that serious trouble may possibly arise as a result of the strained relations that now exist here. A proposition is on foot calling a public meeting to discuss the question of the support of the troops, and the whole issue of their being called out. There is a lot of opinion to the effect that many quarters, and that it might lead to serious disorder. Beyond the night sentry duty and the parades at 6.30 a. m. and 4.30 p. m. the troops have nothing very much to do. Crowds gather in the afternoon to watch the parades. The men fall in at the hour promptly, and then split up in small detachments and patrol the district surrounding the mines. For an hour they march and counter-march, and then they are called in.

WEAKENING AT INVERNESS.

Inverness, July 16.—Even the officials of the U. M. W. say that their strike at this colliery has resulted in a failure. In the last two days 65 strikers have asked for and received orders for their lamps, and have gone to work; 284 men were working underground and 110 above to-day, and nearly seven hundred tons of coal were raised. The best of order prevails throughout the town, but the special police and militia authorities are expecting trouble to-morrow, which is pay day at the mines. The company require only one hundred more men.

TROOPS WILL REMAIN.

Ottawa, July 16.—Another application was received yesterday by the Militia Department from Glace Bay asking for the withdrawal of the troops. A reply has been sent stating that the department does not deem it prudent to withdraw the troops at present. The Pittsburgh strike riot of two days ago, the department believes, fully justifies the retention of the troops at Glace Bay.

BOMBARDED BY MISTAKE.

French Gunners Shell a Tug Instead of a Target.

Paris, July 16.—An extraordinary accident occurred at Toulon, when the gunners at the Brest Batteries shelled an innocent tug instead of a target which was being towed during firing practice.

The tug had towed the targets 1,000 yards from shore when the shore batteries opened a brisk fire. The first shell passed a few feet above the heads of the two men on the bridge of the tug.

Before they recovered from their surprise a second shell struck the funnel, and a third smashed the wheel-house, passing a few inches from one of the umpires who was about to report on the shooting. The man at the wheel was so frightened that he fainted.

Danger signals were immediately hoisted on the tug, and the bombardment ceased.

AN OFF-DAY FOR AUTOS.

Orillians Will Give Farmers the Roads on Wednesdays.

Orillia, July 16.—The officers of the Board of Trade have at last been able to complete the arrangements with local owners of automobiles to keep off the roads on Wednesdays, so that farmers who may have horses, not yet reconciled to these machines may be able to come to town on that day with knowledge that at least they will be free of meeting trouble there on other days of the week.

OLD AGE KEPT OFF.

Savant Advocates Removal of Large Intestine and Appendix.

London, July 16.—As the result of investigations at St. Mary's Hospital, London, Dr. Distaso, of Paris, claims to have verified the theory of Prof. Metchnikoff that old age can be warded off. Prof. Metchnikoff, a few years ago, declared it to be his conviction that the large intestine was the breeding place of the majority of harmful germs in the human body, and that when this intestine was removed the majority of germs remaining in the body were beneficial, with the result that life was prolonged.

Dr. Distaso's investigations were directed to comparing the germs found in normal individuals and those whose large intestine had been removed by operation, and he satisfied himself by his studies of the truth of Prof. Metchnikoff's theory. He unhesitatingly says that every child ought to have its large intestine and appendix removed when two or three years old. He further affirms that almost every disease can be traced to testinal germs, among others heart disease, arterial sclerosis and most kinds of catarrhes. Everybody would get along better without the big intestine, but those who are not inclined to submit to its removal by operation ought, if they want to live long, to eat very little meat, once daily being plentiful with green vegetables, and only vegetable at other meals. Water should be drunk abundantly throughout the day, but no tea, coffee or spirits, although a little diluted wine could be allowed with meals. Eggs are dangerous poison. They decompose within the intestines exactly as they do outside and afford an excellent breeding place for maleficent germs.

Dr. Distaso is about to return to Paris, taking with him two residents of London, whose large intestine has been removed, for further observation at the Pasteur Institute.

BLOWN UP.

A Miner Instantly Killed at Sulphide.

Tweed, July 16.—The little burg of Sulphide is clouded in sorrow as a result of a premature explosion in the mines there last evening. The mines are operated by the Nichols Chemical Company, Percy Harvey, aged twenty-six years, was down in one of the shafts about 9.30 o'clock preparing to fire a round of nine shots. A helper, Frank Langevin, was standing in a drift at the top of the short shaft in which Harvey was working. He was holding the ladder that Harvey was to use in getting out of the shaft, which was about twenty-five feet deep. This short shaft was at the end of a 125-foot drift. From this drift the main shaft of about 300 feet led to the surface. Too each charge was attached a four-foot piece of fuse. It takes about four minutes for the fuse to burn up, so Harvey had to light the nine fuses and then get away to the top.

An examination was made by Coroner Farrell and men to-day, and one shot was found still unexploded. No one can tell what really happened. The explosion was so heavy that Langevin was knocked down and stunned. As soon as he recovered he hastened along the drift to another part of the mine and notified three or four others. After much difficulty they got a ladder down to where Harvey was, the first ladder having been demolished. His body was found in a horribly mangled condition and was brought to the surface.

Harvey leaves a wife and two small children.

NEARLY 8 MILLIONS.

Revenue of the Dominion For Month of June.

Ottawa, July 16.—For the month of June the revenue of the Dominion was \$7,978,898, an increase of \$1,039,411 as compared with June of last year. For the first quarter of the current fiscal year the revenue was \$21,592,872, an increase of \$2,754,033 as compared with the first three months of last year. The customs revenue for three months was \$13,921,407, an increase of \$3,133,109.

CONFERENCE NEARS END.

Press Delegates Tendered a Farewell Reception.

London, July 16.—This week finishes the work of the Imperial Press Congress. Last night Sir Hugh and Lady Graham gave a farewell reception to the delegates who remain in London and those who entertained them during June, as well as those who were instrumental in making the Conference a success. An attractive programme of music and recitations was contributed by well-known Canadians, among them Edmund Burke, Kathleen Padlow, and Edith Smith, who gave selections from Drummond's works.

SUFFRAGETTE ARRESTED.

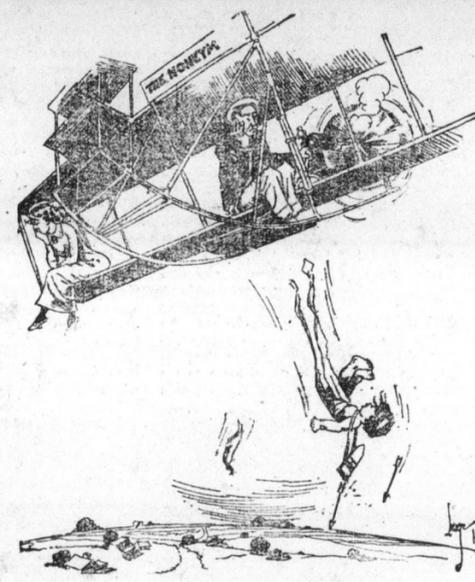
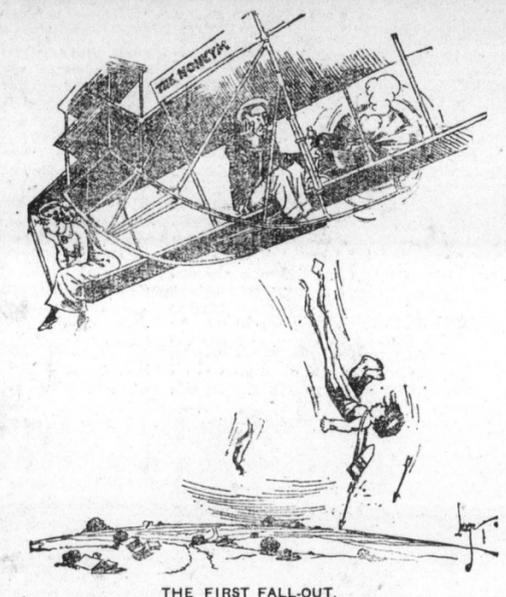
London Ranks Recruited From Buffalo's Franchise-Seekers.

London, July 16.—Miss Grace Johnson, of Buffalo, N. Y., was one of four suffragettes arrested this afternoon while loitering in Downing street for refusing to obey the police order to leave the locality. The women were trying to deliver a petition to Premier Asquith. All of the suffragettes were sentenced in the Bow street police court to three weeks in prison in default of paying a fine.

For that tired, run-down feeling eat

SHREDDED WHEAT

It has all the body-building material in the whole wheat prepared in a digestible form. Try it for breakfast.

Bravest Man

(By Stuart B. Stone.)

There were seven strange men from over the seas who sat in the lobby of the Hotel Seneca with Mr. Peter Rucker. The soiled, advertising-lined register showed after several signatures such familiar address as Hankow, Pictou, Artizburg and Bombay, and on every broad face was the light of tale after tale worth the telling. It was Cannon of Adelaide who first began:

"Up in the Australian bush in '99 I ran into the bolomen with Mr. Peter Rucker. The fellow, advertising-lined register showed after several signatures such familiar address as Hankow, Pictou, Artizburg and Bombay, and on every broad face was the light of tale after tale worth the telling. It was Cannon of Adelaide who first began:

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JUMPED THE RAILS.

Crowded Excursion Car Turned Over on Its Side.

New Glasgow, N. S., July 16.—One person was probably fatally injured, several others were slightly hurt, and hundreds had a miraculous escape this afternoon when the rear car of a crowded passenger train jumped the rails.

The young man who was so seriously injured is Fred Donkin. His skull is fractured, and he is not expected to recover. A special train left here for Pictou Landing, carrying about 600 excursionists from the United Churches Sunday schools, bound on their annual picnic. Every car on the train was jammed full with passengers, principally young children.

Just as the train was leaving the steel works yards the rear coach, which was especially crowded with people, left the rails, and ran along the ties for over two hundred yards, then toppled over on its side and rammed into the bank. Three young lads were standing on the platform of this coach, and when it careened they jumped for safety. Two got clear, but the third, Fred Donkin, about 17 years of age, was not so fortunate. He was caught in the wreckage and so seriously injured that little hopes are entertained for his recovery.

Within the upturned car was an indescribable mass of struggling humanity. Willing hands promptly extricated them with considerable difficulty through the windows and broken doors, and the marvel is that no one was hurt beyond some scratches and slight cuts from broken glass. The interior of the car was a sight with glass broken and seats torn up and broken.

Among the passengers in the coach was R. M. McGregor, M. P. P., and his family. Other coaches on the train remained on the track, and the occupants experienced a slight jar as the brakes flew to emergency when the cars parted.

As the accident was in sight of the steel works, many of the men there promptly rushed to the rescue, and a special train with Superintendent Campbell and Chief Dispatcher Brown was on the scene in a very few minutes, and the trackmen were set to work to repair the damaged roadbed.

Bricks for Inspector.

Chatham, July 16.—Bricks were hurled at License Inspector French's parlor windows at midnight, doing some damage, though no one was hurt. The culprits are supposed to be "Indian lickers" who resent the inspector's strict enforcement of the liquor law. Their identity is unknown. Inspector French declares the outrage will not deter him from doing his duty.

GOOD SHORT STORIES

The tariff has found its way into light fiction, and rather pointedly at that, in Governor Morris' "The McTavish," in the July Everybody's. The American has admitted to a Scotch lady that he is a millionaire:

"And where did you gather it all?" she asked.

"Oh, from my father," said McTavish, "and it was given to him by the Government."

"Why?" she asked.

"Not why," said he, "so much as how. You see, the Government is passionately fond of certain people and makes them very rich. But it's perfectly fair, because at the same time it makes other people, of whom it is not fond, desperately poor. We call it protection," he said. "For instance, my Government lets a man buy a Shetland wool sweater in Scotland for two dollars, and lets him sell it in Broadway for twenty dollars. The process makes that man rich in time, but it's perfectly fair, because it makes the man who has to buy—the sweater poor."

"But the fool doesn't have to buy it," said Mrs. Nevils.

"Oh, yes, he does," said McTavish; "in America—if he likes the look of it and the feel of it—he has to buy. It's the climate, I suppose."

"Did your father make his money in Shetland sweaters?" she asked.

"Nothing so nice," said McTavish; "rails."

The moral of this story may be that it is better to accept the warnings of the "still small voice" before it is driven to the use of the telephone.

A New York lawyer, gazing idly out of his window, saw a sight in an office across the street that made him rub his eyes and look again. Yes, there was no doubt about it. The pretty stenographer was sitting upon the gentleman's lap. The lawyer noticed the name that was lettered on the window and then searched in the telephone book. Still keeping his eye upon the scene across the street, he called the gentleman up. In a few moments he saw him start violently, and take down the receiver.

"Yes," said the lawyer through the telephone, "I should think you would start."

The victim whisked his arm from its former position and began to stammer something.

"Yes," continued the lawyer severely, "I think you'd better take the arm away. And while you're about it, as long as there seem to be plenty of chairs in the room—"

The victim brushed the lady from his lap, rather roughly, it is to be feared. "Who—the devil is this, anyhow?" he managed to splutter.

"I," answered the lawyer in deep, impressive tones, "am your conscience!" And then he hung up—Everybody's Magazine.

RUSHING BUSINESS.

A city-bred man, who had never been to the seashore, decided one day to make the trip.

Arriving there, remembered an old saying that sea water was good to have seething feet in, and straightway he took a bucket and proceeded to the seashore.

He noticed a party of men near the water, and, thinking they owned the sea water, he asked, "What do you charge for a bucket of your water?"

"Twenty-five cents," answered one of the party who was out for a joke.

The city man handed over a quarter and filled his bucket.

After bathing his feet in the salt water and finding the same beneficial, he decided later in the day to go and buy another bucket for another bath for his feet.

He accordingly took his bucket and proceeded again to the shore. The tide had now gone down and the water was at low ebb.

"H'm," he mused; "those fellows must have been doing a rushing business since I left!"—Judge's Library.

WHAT HE DID FOR A LIVING.

An amusing story is told of the answer given by a London wait to a Salvation Army captain. The zealous officer had asked the boy what work he did to provide him with food, etc., and the reply was: "I pick strawberries in the summer, I pick hops in the autumn, I pick pockets in the winter, and oakum for the rest of the year."

BI-LINGUAL SCHOOLS

The Demands of Foreign Teachers in Manitoba.

Winnipeg, July 16.—The Ukrainian school teachers, who represent all sections of Galician and Ruthenian settlers, have been in session here and have adopted a strong resolution demanding that the Government maintain bi-lingual schools among their people. This has been vigorously opposed by some, but the teachers declared their determination to insist upon privileges as necessary to perpetuate their mother tongue, even to the point of bloodshed. At the same time they declared their devotion to the British flag and institutions.

RAILS AT EDMONTON

Grand Trunk Pacific Stretching Into the West.

Edmonton, July 16.—Another epoch in western development was marked this morning when the steel of the G. T. P. was laid into Edmonton. The steel spikes were driven at Clover Bar bridge, from where the line was previously laid as far as the big packing plant there. The ballasting of the road will proceed as rapidly as possible, and the company hopes to be able to put on a regular service early in the fall. The gang will resume operations west of Edmonton to-morrow.

Homesekers' Excursions to Western Canada.

Via Chicago, July 27th, August 10th and 24th, Sept. 7th and 21st. Via Sarnia and Northern Navigation Co.; steamers leave Sarnia 3:00 p. m., July 28th, and August 11th and 25th, Sept. 8th and 22nd.

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A HAPPY LAND.

English Speaker Envis This Glorious Canada.

London, July 16.—Sir R. Perks, speaking on the land tax question, said that he had been lately in a happy country where problems which perplexed us were not brought under the consideration of the Legislature. When we are told sometimes to copy New Zealand or Germany, he thought we might with advantage turn our eyes to the growing, prosperous Dominion of Canada, where such land regulations as are now being proposed here would not be tolerated for a moment.

BEACHED BOAT.

Passengers and Crew of Steamer Prefontaine Saved From Wreck.

Montreal, July 16.—But for the presence of Prefontaine, a serious loss of life would have taken place last night. The steamer Prefontaine of the Canada St. Lawrence Navigation Company was wrecked near English Bank, in Lake St. Peter, shortly after 11 o'clock last night. The vessel filled rapidly of the shaft tubing. The breaking of the shaft tubing was rounded by the captain in order to prevent her sinking in the deep channel. The Prefontaine was bound for Quebec from Montreal, carrying a heavy cargo as well as thirty passengers, the majority of them women.

The Government steamer Vercheres and the steamer Imperial of the Canada St. Lawrence Company went to the aid of the disabled ship, the latter boat taking the passengers off and conveying them to Montreal.

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SEEK SUNKEN TREASURE.

New Yorkers in Expedition to Discover Lake Huron Wreck.

Detroit, July 16.—Lure of hidden treasure has led to one more attempt to recover the valuables in the wreck of the steamer P-wable, which for forty-three years has lain 160 feet below the surface of Lake Huron off Thunder Bay Island.

A New York syndicate with a diving rig, which it is said, took eight years to perfect, has chartered the little steamer Douglas of Detroit, which is fitting out here.

The "Carnegie" Almost Ready.

The Carnegie non-magnetic survey yacht was successfully launched at the yard of the builders, the Teba Yacht Basin Company, Brooklyn, on June 12. Work on the building of the boat has been rapid, and the rigging and equipment are expected to be even more so. The copper gas-producer and auxiliary engines, refrigerators, galleys and all other details are expected to be in place and brief trial trips concluded by July 15, when the vessel will sail for Hudson's Bay. She will continue her magnetic survey work there until ice prohibits, when she will return to the Tebo Basin, to be covered before proceeding to southern waters.

Members of the Railway Commission are in Winnipeg inspecting the proposed route of the National Transcontinental into the city. The C. P. R. and the C. N. R. object to the crossing of their lines being made on the level.

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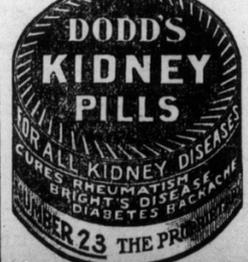
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