

CANADA WINS KING'S PRIZE BUT MORRIS LEADS COLONIALS

Canadian Finishes Third and Wins Standard of Empire Shield — Molnes Fourth—Corporal Burr of London Rifles Captures Coveted Trophy—Canadian 25 Strong in Field of 4,000 Win 13 Places Out of a Total of One Hundred and Fifty-One.

Special to The Standard. Blaisy, Eng., July 25.—Corporal Burr of the London Rifle Brigade, who tied for and lost the King's Prize in 1908 in the shootoff, today won that valuable prize with a fine score of 324. Lieut. Morris, of Bowmanville, Ont., finished in third place, thereby winning the shield and 20 guineas offered by the Standard of Empire as the marksmen from the British Colonies finishing in the highest place in the King's Prize. Corporal Molnes was fourth with the same score as Morris, losing out by only having scored 38 at the thousand yard range, as compared with the 45 put on by Morris. The scores of the Canadians who shot in the final stages were:

Table with 2 columns: Name and Aggregate score. Includes Lieut. Morris (311), Corp. Molnes (316), Sgt. Blackburn (309), Sgt. Freeborn (303), Sgt. Major Huggins (300), Sgt. Stock (300), Sgt. Smith (300).

The other big competition on the card today was the St. George's Vase in the final stage of which there were eight Canadians out of the hundred who became eligible by their scores in the first stage shot on Thursday. The scores of the Canadians in this match fifteen shots at 300 yards were:

Table with 2 columns: Name and Score. Includes Sgt. Freeborn (67), Sgt. Richardson (67), Capt. McVitie (62), Lt. Mortimer (67).

First Second Stage Stage Total. Sgt. Freeborn... 67 65 130. Sgt. Richardson... 67 62 129. Capt. McVitie... 62 62 124. Lt. Mortimer... 67 58 125.

6 LIVES LOST IN A FATAL TRAIN WRECK

Kansas City, Mo., July 25.—Six lives were lost, three persons were probably fatally injured and some fifty were hurt when a passenger train that plunged into the Missouri River, 30 miles east of Kansas City late last night. Of the eight cars in the train, five coaches and one locomotive are now in the river with the water covering all of them except one end of a sleeping car. A chair car and two Pullmans remained uninjured.

DIED AT MONCTON.

Special to The Standard. Moncton, July 25.—In the death of Robert Cochrane, who passed away this morning at the age of eighty-four years, one of the most highly respected citizens of Moncton has been removed. Mr. Cochrane came to Moncton from St. John when 19 years of age, and has lived here continually for the five years. Moncton was but a village when Mr. Cochrane came here. He was born in St. John in 1825, his parents having emigrated from England. He graduated from the ship building industry was at his height in the provinces Mr. Cochrane built several vessels here. Later in life he was connected with

MINE WORKERS AGAIN LOSE IN APPEAL TO ARBITRATION

Special to The Standard. Ottawa, July 25.—The Labor Department has received the report of the Board of Conciliation and Investigation to which was referred the dispute between the Nova Scotia Steel and Coal Company Limited, and members of the Florence local 1746 of the United Mine Workers of America. The board consisted of Judge Chipman, Kentville, chairman, Judge McGill, Antigonish, appointed for the company, and Mr. Daniel McDougall, Glace Bay, appointed for the employees. Judge McGill was appointed by the Department, the company having declined to make any recommendation. The report is signed by Judge Chipman, chairman and the P. W. A. It should also recognize the U. M. W. and grant no preference to one class of its employees. The majority reports notes that during the negotiation the company arranged with the P. W. A. for an increase of wages and that this increase was added to the wage bill for May and given to all employees no matter to which company they belonged. On the minor question a demand for higher wages consequent on the introduction of safety lamps, the majority finds that the company has treated the majority. On the main question the majority finds it adverse to the U. M. W. After quoting the general superintendent of the company to the effect that the company is afraid of the American influences which control the U. M. W., Judges Chipman and McGill say in part: "These reasons coupled with the

Lt. Smith... 66 58 124. Lt. Morris... 66 57 123. Sgt. Mitchell... 66 54 120. Sgt. Maj. Huggins... 66 52 118.

In this match Sgt. Freeborn was 5th, Sgt. Richardson, 9th and Capt. McVitie, 11th, each winning 210; Lieut. Mortimer, 33rd, Lieut. Smith, 37th, and Lieut. Morris 39th, each winning 27, Sgt. Mitchell, 52nd, winning 25 and Sgt. Major Huggins, 61st, winning 24. The all round good shooting of the Canadians was brought into evidence by the posting of the grand aggregate. There are only 151 places and despite the fact that the Canadians numbered 25 out of 4000, no less than 13 men were winners in the aggregate. Sgt. Freeborn was 5th, Sgt. Mitchell, 9th and Sgt. Richardson 11th, each winning 25; Corp. Molnes, 23rd, Sgt. Major Huggins, 32nd, Capt. McVitie, 41st, Sgt. Russell, 68th, Sgt. Stock, 96th, Sgt. Kelly, 113th, Major Jones, 133rd, and Sgt. Blackburn, 150th, each winning 22.

Sgt. Blackburn, of Winnipeg, the Canadian who won the Prince of Wales Cup and B. S. M. A. Cup added another to his collection, by taking first place in the Wingrove, seven shots at 300 yards. This cup is valued at \$25. In addition to the two cups mentioned and including the £100 Prince of Wales prize, Blackburn's total winnings at this meeting are £133. He is not a member of the team, but was in England on business and took in the meeting. He much more than made his expenses.

CHATHAM STRIKE HAS BEEN BROKEN

Special to The Standard. Chatham, July 25.—The strike on the pulpwood boats of the Miramichi Lumber Company has been broken and the men have returned to work at the original rate of \$2 a day. The company brought in outsiders to do the work as well as shortening the mill crews and putting the men on the boats, and the ship laborers gave way and went back to work. Death came suddenly last evening to John Noonan, a respected citizen of this town who was stricken with hemorrhage on his way home about 10 o'clock, and expired a few minutes later at the residence of R. A. Lawlor. Mr. Noonan had been in feeble health for some months and collapsed suddenly on the street and had to be carried into the house. He leaves a wife and three small children. The funeral will be held Tuesday under the auspices of the C. M. B. A., of which deceased was a member.

FUNERAL OF MR. ELIAS HARMER.

The funeral of the late Elias Harmer will be held this afternoon at two o'clock to River Bank Cemetery at Norton.

FACTS AND CIRCUMSTANCES SET FORTH

facts and circumstances set forth in the evidence and exhibits seem to be sufficient to support the finding in favor of the company and such is our mature and deliberate opinion. Both the company and the employees have the right in this country to settle their own business and in such a dispute as we are now investigating, it is our duty, falling an agreement, to make such recommendations to the Department as might be accepted, bring about a settlement. The growing sentiment in this country is strongly in favor of managing our industrial and commercial interests without being subject to the dictation or control of our neighbors across the line, and now would seem to be an opportune time for the movement to be made for the establishment of a labor union for Canada alone which shall be incorporated on the lines best calculated to create harmony and peace and the prevention of strikes so suicidal and detrimental to both employer and employee and the Province of Nova Scotia as well. In the meantime the two societies now warring with each other should get together and endeavor to work out the problems before them in a spirit of loyalty to the country in which they live and are earning their daily bread. The majority report closes with a reference to the good feeling between the general superintendent and the men. Mr. McDougall's minority report says that the U. M. W. have such a high opinion of Nova Scotia in numbers and public sympathy that recognition is necessary. He denies that the U. M. W. are an American institution and points to the establishment of the order in British Columbia and Alberta.

CLARENCE COMPLETED FOR AEROPLANE BY BERIOT

By Successfully Crossing the English Channel in a Monoplane Saturday, Famous French Aviator is Acclaimed "The Pioneer of International Flight"—Aeroplanist Surprises Brother Contestants in Race for Daily Mail Prize, and Accomplishes Feat in Twenty Mile Breeze—To Be Feted in London.

Dover, July 25.—This sleepy seaport town experienced the keenest thrill known in a generation when at sunrise this morning a white-winged, bird-like machine with loudly-rumming motor swept out from the base obscuring the sea toward the distant French coast and circling twice above the high chalky cliffs of Dover, alighted on English soil. A calm Frenchman, Louis Beriot, portly and red-mustached man of 37 descended from the saddle, flapping on a bandaged foot, which had been burned on his previous overland flight. Immediately two patriots, who had been waving a big tri-colored flag as a signal for the landing-place, fell upon him embracing and shouting him, about 100 yards and shouting him on the back. They with a few soldiers and others who happened by chance to be on the scene, were the only persons to witness the finish of the most remarkable feat.

Beriot left Les Baraques, three miles from Calais, about 4.30 a. m., on one of the smallest monoplane ever made. He crossed the English Channel in a little less than half an hour, twice as swiftly as the fastest mail boat. His speed averaged more than 45 miles an hour; sometimes it was estimated at 60 miles. He kept about 250 feet above the sea level and for ten minutes, while about mid-channel, was out of sight of both coasts and of the French coast.

Twenty Miles an Hour Breeze. The wind was blowing about 20 miles an hour and the sea was choppy. The aviator was swathed in a single garment of drilling, impervious to the wind, which kept his feet, only his face showing. He wore also a cork life-belt.

An eye-witness of the landing thus describes it: "Very early in the morning, a wireless message was received from Calais that Beriot intended to make the flight. Then in quick succession came the news that he had left land, that he was flying high and was fast making Dover. It was expected that he would land west of Dover, but it was soon evident that he would alight to the eastward. Only a few minutes after the wireless announcing the start, the laconic message "out of sight" was transmitted, when the keen-eyed coast guard, scanning the sea with his telescope, shouted that Beriot was in sight."

"Hastening to the cliff east of the bay, I was fortunate enough to arrive just a moment before the alighting, which was flying fast, like a gigantic hawk. The craft approached the cliff growing larger every instant. The noise of the engines was audible in a moment, so swiftly did it come. It rose from right to left, and then turned his machine to the east and came to the ground in the meadow. It circled with consummate ease and made the landing gracefully, but even though it touched the land lightly, it was slightly damaged."

By his achievement today, Beriot won the prize of \$5,000 offered by the London Daily Mail for the first flight across the English Channel, and stole a march on his rivals, Hubert Latham and Count Lambert, both of whom had hoped to make the attempt today.

Beriot, who speaks little English, described his remarkable flight very modestly. "I started at 4 o'clock," he said, "and went to the aeroplane shop. Finding everything in order on the trial spin, I decided to make the flight. The French coast destroyer which was in attendance was signalled and it put out about four miles. Then I rose in the air and pointed directly to Dover. After ten minutes, I was out of sight of the sea and left the warship well behind. For a few minutes I could not see either coast nor any boat. I tried to keep an average height of 250 feet. I might easily have gone higher, but it would have served no purpose. This was about the right height. I thought to clear the Dover cliffs safely."

Machine Dipped After.

"The machine dipped toward the water several times. I put on more petrol once. I estimated that the propellers were going from 1,200 to 1,400 revolutions a minute. The first objects I saw were ships off the English coast; then I observed Dover. I discovered that the wind which was southwest, was carrying me thither. I veered to the southward toward Dover Castle and then saw friends flourishing a flag in a valley which was lessening the speed and then dived down but I came in contact with the ground sooner than I expected. Both the machine and myself were badly shaken."

"A few persons quickly assembled and I was helped out, as my injured foot was painful. I am exceedingly glad to be here."

M. Beriot's friends took him quickly in an automobile to the old Lord Warden hotel by the pier, from where mail boats depart. In the meantime his wife arrived on the destroyer. She embraced him weeping, but they were soon sitting at breakfast, the centre of a grand gathering of French people. The mayor and other Dover officials called early and welcomed M. Beriot in the name of the city and

as the pioneer of international flight. The townspeople of Dover, who for three weeks have been on the alert for the arrival of the aviator, gathered here, the French Aero Club and the Parliamentary Aviation Committee telegraphed their congratulations, the latter adding "Hosanna, for the peace of the World."

M. Lafontaine, a friend of the aviator, arrived at the Lord Warden hotel on Calais at midnight. He declined a bedroom with the cryptic remark that he had an appointment to meet M. Beriot at five o'clock. The hotel people thought the mysterious stranger was joking.

M. Lafontaine came to the signal landing, the spot which the newspapers had chosen, on the high grounds of the city, but M. Lafontaine selected a cup-shaped depression, called the Northfall meadow, two miles east of Dover, where the ship would be sheltered from the wind in setting. There he planted the French flag.

The Arrival. The French sailors on the ships in the harbor were the first to notice that Beriot was approaching. They heard the buzzing of the motor two or three minutes before they could discern the aeroplane. Then what looked like a big white butterfly glided over the heads as fast as a train of cars and with almost as much noise. It reached the cliff near the gray turrets of Dover Castle, swooped around twice in broad curves and disappeared. It was not long before half the population of Dover, dressing as they went, were rushing toward Northfall Meadow. Photographers and reporters were everywhere because they had missed the great event for which they had waited so long. Among the first to arrive were two customs officers, police and their services were needed to restrain the curious hunters, who immediately began to pull the machine to pieces for examination. Many thought that the aeroplane would be treasured as a historic relic, wrote their autographs thereon. The chief officials conceived a happy thought and the exhibition consented to a test about the machine and charged sixpence admission to view it.

The profits from this will go to the hospitals and to the exhibition. The clerical portion of the staff of the framework of the aeroplane were splintered on landing. Everyone expressed surprise at its small size. It was no more than twenty feet across the front, excepting the tail, which was a hundred pounds, the motor being twenty-five horsepower. In the same way, the machine weighed 250 miles from Stamps to Orleans. It is the smallest machine is fitted with an air-tight sausage-shaped fuselage to the sea.

Beriot said, however, that he had absolute control of the machine throughout and had no fear of difficulty. He explained the only difficulty he experienced was the force of the wind, which hurt his face and eyes badly and the wind eddies which twisted his machine about while near the English coast.

Count Lambert came from Calais by boat to congratulate his rival. A telegram arrived from Hubert Latham, who, a few days ago, failed in his attempt to cross the channel, saying: "I hope to follow you soon."

Beriot early announced that if Latham, who he would share the prize with him, but the heavy wind and the rain that came up dashed the hopes of Latham's attempting to follow.

The American consul at Calais, Jas. B. Milner, who came here with Count Lambert, said on his arrival that he had left Latham with his head on his monomane, weeping.

M. Beriot returned to Calais on the destroyer this afternoon, but will re-cross tomorrow for the official reception tendered by the Dover municipality. Afterwards he will go to London, where a great demonstration is being arranged in his honor.

Stole a March On Rivals. Calais, July 25.—Louis Beriot flew from France flying behind a group of spectators filled with admiration at the man's daring and fear that he might fall in disaster. In spite of his injured leg Beriot stole a march on his rivals, Latham and Count Lambert. The former, deserted by the high winds of the day before, thought that a start would be impossible Sunday morning, while Count Lambert had gone to England to pick out a likely place to land, it was midnight when the rivals separated, Latham going to Sangatte and Beriot sleeping in Calais.

At three o'clock Beriot, who was determined not to allow the slightest chance to escape, proceeded to the shed at Sangatte and his monoplane was pushed out. He cast aside his crutches and took his places in the monoplane, on which he had already hoisted a red flag to guide the rescuers in case he should fall. As he sat there smiling and ready to give the

signal, he said, "If I can't walk, I will show the world that I can fly."

When word came Dover that he had safely landed there, a mighty cheer went up, for a great crowd, by that time, had gathered here. The French Aero Club and the Parliamentary Aviation Committee telegraphed their congratulations, the latter adding "Hosanna, for the peace of the World."

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GOVERNMENTS UNITE TO KILL WHITE SLAVE TRAFFIC

Canada is Party to International Agreement Requiring of Each a Systematic Campaign Against Inroads of Scourge Elaborate System of Correspondence to be Established and Tabs Constantly Kept on Progress of Evil—Special Agents to Operate Port.

Special to The Standard. Ottawa, July 25.—The Canada Gazette of Saturday announces the terms of an international agreement for the controlling of the white slave traffic. The agreement is for the purpose of providing for women of age, deceived or under restraint, as also for women and girls under age, an adequate protection against the criminal traffic known as the white slave traffic. Thirteen governments have signed the agreement each naming a representative to act as a plenipotentiary to see to its enforcement.

There are several clauses to the agreement. Each of the contracting governments undertakes to appoint or designate an authority whose duty will be to gather all the information concerning the hiring of women and girls for immoral purposes in foreign places, this authority to have power to communicate directly with the similar service established in each of the contracting states.

Each of the governments undertake to have a strict watch kept for the purpose of seeking, especially at the railway stations, ports of departure and during the voyage, the conductors of women and girls intended for debauchery. Instructions will be sent to the officers and all other competent persons, to obtain within legal

limits all the information leading to a criminal traffic. The arrival of persons likely to be the authors or the victims of such traffic will be signalled, if necessary either to the authorities at the place of landing, or to the diplomatic or consular agents concerned or to all other competent authorities.

The governments undertake to provisionally place the victims of the traffic in institutions and, as far as possible, send back to their own countries those who ask repatriation. Where the person cannot reimburse the cost of her transfer, it will be defrayed by the country on whose territory she resides, as far as the next frontier or port of departure, and the surplus by the country of origin. The contracting governments undertake to exercise as far as possible a watch on agencies employing women and girls in foreign countries.

The list of countries, British colonies and protectorates which have decided to adhere to the white slave traffic agreement are—Austria-Hungary, Belgium, Brazil, Denmark, Eritrea, France, Germany, Great Britain, Italy, Norway and Sweden, Portugal, Russia, Spain, Switzerland, Bahamas, Barbados, British Guiana, Canada, Ceylon, Commonwealth of Australia, Gambia, Gold Coast, Malta, Newfoundland, Northern Nigeria, Southern Rhodesia, Trinidad and Windward Islands.

END IS NOT HORSE THEF YET IN SIGHT CAPTURED IN AT GLACE BAY KINGS COUNTY

Special to The Standard. Glace Bay, N. S., July 25.—Nineteen days of the great strike have passed and yet public opinion is divided as to the result. Each party has labored strenuously and each has left no stone unturned to checkmate or discredit the efforts of the others. Outside the collection district the Coal Company has rather beaten the strikers in the matter of advertising, but this has little to do with the condition of affairs. A large part of the design element has gone away to railway construction. The headquarters of international mine workers approached about \$20,000 a week for relief. So far that much has not been required. At No. 1 where there was said to be no strike conditions one account received a cheque on Saturday for over one thousand dollars for goods supplied during the week. Two Church of England clergymen are talking settlement on the basis of an all-Canadian union. No United Mine Workers will listen to such a proposal. The clerical proposition includes an increase of ten per cent. to all men earning two dollars or under and the Coal Company will not entertain this. Evictions commenced on Saturday morning when six company officials removed some Poles and their effects to the sidewalk. It was pouring rain at the time and the bedclothing gave a melancholy appearance. The clerical proposition is being put out in front of the premises for the owner's observation.

Last night some three thousand men with a sprinkling of women in the crowd gathered in the corner of a field and were addressed by Messrs. McCulloch and McLellan. The speakers were cheered with enthusiasm. Mr. McCulloch in addressing the men said—"We don't desire to go back to work, go. None will interfere with you, but if you go remember the future. Remember that you are marching back to eternal slavery for yourselves and your children."

At the close of the meeting the crowd quietly dispersed and the streets soon resumed their usual quiet appearance. Unionism and strike will keep conditions in a turmoil until some radical and far-reaching settlement is made.

COLONEL CABRERA KILLED IN BATTLE WITH MOORS

Mellilla, Morocco, July 25.—Heavy cannonading this afternoon indicated the opening of a new battle between the Spanish forces and the Moorish tribesmen. The outposts of the Moors have been strongly reinforced by tribes from the central Rif region.

Reinforced by troops from the coast and the interior, the aim of the Moorish leader was to cut off the Spanish troops' position at Atalayou from Mellilla. During the early part of the fighting the Moors were dislodged and retired slowly, but the Spanish fire ceasing, the Moors made a furious charge and surrounded the Spanish column, of whom many fell before the column was rescued by reinforcements hurried up by General Marina. The battle then became general, the Spanish endeavoring to trap the Moors between two lines of fire. The tribesmen, however, were too wary and fought desperately. They retreated only when they were literally hurled back by the Spanish at the point

DR. MILLSON DEAD.

Hallfax, N. S., July 25.—One of the best known men in the Maritime Provinces died today in the person of Dr. Thomas Millson, M. D., of Dartmouth. He was a native of Ireland, and was the son of Colonel Millson, coming to this country when a youth. For many years he was surgeon on the Imman line. He was on the City of Washington when she was stranded on the Nova Scotia coast. Dr. Millson was sixty years of age.

EX-POLICEMAN HOWELL DEAD IN THE WEST.

Compelled to Resign From Local Force Almost A Year Ago He Went To Alberta For His Health. Deputy Chief Jenkins last evening received a telegram from Stettler, Alberta, conveying the sad intelligence of the death at that place of William H. Howell, a former member of the police force here.

HENRY PELLATT DEAD.

Special to The Standard. Toronto, July 25.—Mr. Henry Pellatt, founder of the firm of Pellatt & Pella, and father of Sir Henry M. Pellatt, the well known stockbroker, died last night at his summer home at Orillia. The late Mr. Pellatt had been ailing for some time, but death came rather unexpectedly from heart failure. He was in his eightieth year. His Toronto home was at 348 Sherbourne street. Mr. Pellatt was a Conservative in politics.

VITAL STATISTICS.

Last week's vital statistics reported four births, 2 males and 2 females; 5 marriages and 8 deaths.