

40TH YEAR. NO. 16891.

LONDON, ONTARIO, FRIDAY, MAY 8, 1908.

PRICE ONE CENT.

TWELVE MEN PERISH IN A BURNING CAR; EIGHT OTHERS ARE SERIOUSLY INJURED

Awful Disaster to a C.P.R. Tie Train in the West.

Boarding Car Derailed While Crowded With Men.

Rescuers Unable to Get at Victims Who Were Slowly Roasted To Death.

Winnipeg, Man., May 8.—One of the most horrible catastrophes in the history of the West occurred at 1 o'clock yesterday morning on the main line of the C. P. R., near Dexter station, about 52 miles east of here.

A tie train running at a high rate of speed was derailed and thrown completely into the ditch.

In the boarding car, a large car attached to the rear end of the train, and filled with employees, twelve men were burned to death, being unable to get out of the car. Eight others were seriously injured and burned, and a number may die.

Advices of the terrible affair were rushed, and all the auxiliary and medical aid available were at once sent to the scene of the wreck, arriving about 4 o'clock.

The injured were tended first, and then taken to Fort William hospital.

The scene that presented itself to those uninjured on the train, who hastened to render what assistance they could, was appalling in the extreme. The cries of the men confined in the burning car were plainly heard, but the fierce heat of the flames made all attempts at rescue of no avail.

For a time it seemed that all the

occupants of the car were doomed, when, by some means, one of the men found a window and several quickly came out, some of them were fearfully burned and may not recover.

It is very difficult so far to get details. The company officials here can offer no explanation as yet.

Fort William, May 8.—A terrible accident occurred at 1 o'clock yesterday morning by which twelve men employed on a C. P. R. work train lost their lives. The train had been distributing ties along the track and was coming back. When about a mile out of Dexter station a boarding car with twenty men on board jumped the track. The cause is supposed to have been a broken wheel. A flatcar telescoped the boarding car, which was overturned and caught fire, the flames spreading so rapidly as to hamper any rescue work.

ONLY EIGHT RESCUED.

Of the twenty men on the car only eight were rescued, the rest being probably stunned by the shock and then burned. Not a sound of pain was heard, so that it is presumed that all the twelve were at least unconscious when the fire reached them.

Dr. Hamilton, the C. P. R. surgeon, went up immediately by special train, and two more doctors followed later, but the latter returned on the delayed No. 2 express without reaching the scene of the accident, there being no need of their services.

THE DEAD.

The dead are: Fred Pluk, G. Dan-luke, Ivan Hudena, Murk Kurue, A. Watin, G. Sundmark, F. Bystron, L. Lessen, F. Hokman, A. Johnson, P. Frickson, A. Kundell.

THE INJURED.

The injured are: Joe Dupont, head hurt; E. Filiard, half scalp torn off; very weak from loss of blood; S. J. Lesman, F. Hokman, A. Johnson, P. Frickson, A. Kundell.

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A. Nolin, badly hurt back and spine; S. R. Walsh, hip dislocated. Others in the car ahead were: J. M. Stewart, foreman, slight scalp wounds; Geo. McCallum, timekeeper, wounded in the hand; Joe Jordan, workman, slightly.

All the above were employed on the tie gang. James M. Reid, of Ashburn, Ont., traveling as a passenger, had an arm broken and shoulder dislocated. The car in which the men were was the sleeping car, and a flat car was between it and the caboose.

CAR CAUGHT FIRE.

When the accident occurred there was a big fire in the stove in this car, and immediately after the crash the entire inflammable contents, straw and bedding, burst into flames. One of the survivors states that only one moan was heard from the men who perished. In a few minutes, but long enough for seven men to crawl out, there was hardly anything left of the car, and only a few charred bones remained as witnesses to its human freight.

CAUSED BY BROKEN WHEEL.

Montreal, May 8.—General Manager McNicoll last night gave out the following official statement regarding the accident at Fort William. The report I have is that a broken wheel on a boarding car on a west-bound work train was the cause of a derailment early this morning near Dexter station. Five cars left the track and one of them was demolished and caught fire. Twelve of the workmen were killed, and their bodies were partly consumed. Several were injured, one seriously. Medical attendance was sent by special train to the scene of the accident and the wounded were taken to the hospital at Fort William. The men were engaged at Winnipeg, and were employed on the loading and distributing of railway ties.

for a stay. The verdict came as a severe shock, both to the defendant and his wife.

U. S. STEEL IN CANADA

Director of Corporation Talks of a Canadian Plant.

Boston, May 8.—A director of the United States Steel Corporation states that no consideration has been given to the establishment of a plant in Canada beyond the preliminary discussion stage. When the Dominion Government first brought up the subject of a steel tariff in 1906, the U. S. Steel Corporation secured an option on the Hamilton Bridge Works of Canada, with the intent of establishing there a plant for the production of structural steel in case the Government placed a prohibitive tariff upon imports. The duty finally enacted was \$7 per ton upon steel rails. This is to be the only effective tariff on the steel mills of Canada are able to manufacture enough to supply the home demand. That condition has not yet been reached.

STRIKE IN AUSTRALIA

Prospects of the Government Railroads Being Tied Up.

Melbourne, Victoria, May 8.—All the state-owned railroads of Victoria may be tied up at 12 o'clock tonight in consequence of a curious dispute between the Government and the railroad employees regarding the right of the latter to affiliate themselves with the Victoria Trades Hall, the headquarters of trades unionism in this colony. The employees of the railroads are practically civil servants and the Government claims that in case of a strike in other trades affiliated with the Trades Hall, the railroad men will be obliged to strike in sympathy, and therefore the Government has notified the men that unless they withdraw from the Trades Hall before May 12 they will be dismissed. The employees have replied that unless the Government withdraws its notification before 5 o'clock this evening they will strike at midnight, and that they will be in sympathy wherever they happen to be. The Government has guaranteed double wages for two months to non-strikers, and has notified the men that they will be paid their full wages if they strike. About 11,000 railroad men are involved in the dispute.

EVERYBODY CLEAN UP

Yards and Lanes Should Not Be Left in Bad Condition.

The medical health inspector has been receiving a number of communications during the past few days in reference to the unhealthy state of back yards in the city. The letters complain of certain yards which the writers name as being full of rubbish and emitting undesirable odors, and for that reason are not signed. Letters of this kind, of course, cannot be noticed, but the officer would be glad to get all the information he can, provided it comes from a reliable source. He therefore asks that all such letters be signed. This is the period of the year when no time should be lost in finishing the cleaning up of all yards and persons should attend to this matter. If people who themselves clean their yards and find that their neighbors do not, they should inform the department, and the health officer will be glad to look into the matter.

Rowed Eighty Miles.

Sydney, N. S., May 8.—Two fishermen of the Gloucester schooner Helen F. Whitten, who went astray from their vessel while hauling trawls in the fog on Mizen Bank, eighty miles off Louisburg, Wednesday morning, reached Louisburg yesterday, having rowed the eighty miles to port in their dory in 34 hours.

MORE INVESTIGATION

Prosecution May Call Thirty Additional Witnesses.

Toronto, May 8.—It would appear that the prosecution in the Gamay investigation have decided to open some new line of inquiry. When the court adjourned on Wednesday it was understood that investigation was practically concluded, and that there remained only Mr. D. A. Jones, of Beeton, to be heard, at the address of the counsel. There was also a possibility that Mr. Gamay would be recalled. The prosecution, however, will put in some further evidence, and yesterday Mr. W. D. McPherson applied for six original subpoenas and 30 copies. This would indicate that they have 30 witnesses yet to call, but Mr. Gamay has gone home to Gore Bay, but is expected to return by Tuesday. Hon. J. R. Stratton has returned from Peterboro with all books which it may be desired to examine.

BIG PRAIRIE FIRE

A Village Surrounded by Flames in Deadly Peril.

Winnipeg, May 8.—According to information received here, the village of Edrams, north of Carberry, was surrounded on three sides last night by a wall of fire, lighting up the village as bright as the noonday sun. The fire was raging out on the outskirts of the village, and heroic men were battling against the fierce flames in an effort to save their homes and the fruit of their winter's labor. So far only two houses in the village had fallen a prey to the flames, but the situation was one of extreme alarm. Fearing the worst the residents had prepared for immediate flight. Every available vehicle had been requisitioned, and loaded with furniture ready for removal. The whole surrounding district for an area of ten miles appeared to be aflame and a conservative estimate of the loss already done was \$100,000.

CANADIAN NAVAL RESERVE DEPOT

The Admiralty Will Establish At the Trial of the Ejected One at Halifax.

WANT TWENTY THOUSAND MEN REFUSE ORDER TO DISBAND

Recruiting Branches Will Be Placed in Every Seaport of the Dominion.

Halifax, May 8.—Halifax is going to have a naval reserve depot. The admiralty have so decided, and it will not be long before steps towards its establishment will be taken. Naval officials state that there are naval reserve depots in every British colony except Canada, and it has been decided to establish one in Canada. "We want 15,000 or 20,000 fishermen or merchant seamen to take the necessary course of training," said the official. "We would like to have a reserve naval force of not less than 20,000 Canadians." Applications will be accepted at the dockyard from any desiring to join the reserve force. They will be sent to St. John's, Newfoundland, to take a six months' course on the training corvette Calypso, and will be granted a certificate and their expenses paid to Halifax, and will be allowed a certain sum annually. The idea is to establish recruiting branches in every seaport in the Dominion of Canada, and when it is seen that the desired interest is being manifested, the depot will be established. The depot will be a place where the men will be trained, and when it is seen that the desired interest is being manifested, the depot will be established. The depot will be a place where the men will be trained, and when it is seen that the desired interest is being manifested, the depot will be established.

DRAMATIC SCENE IN PARIS COURT

Crowd Cheered and Threw Flowers While the Monks Chanted the "Magnificat."

Paris, May 8.—The prosecution of seventeen monks belonging to the Capuchin Monastery here, led to a noisy manifestation in the Correctional Police Court yesterday, when the monks were charged under the Association Law with refusing to disperse after their demand for authorization had been rejected by the Chamber of Deputies. The demonstration overflowed into the street, and caused a brief sensation. The monks filed into court in a picturesque procession, wearing the brown robes of their order, and sandals on their feet. They were accompanied by a white-robed missionary, who is the founder of the Luper Home in Abyssinia, and who was staying at the monastery. In replying to the charge, the Father Superior read a long defense, denying that the monks had broken the law, but admitting that the Capuchins had not separated. He declared that they would never separate, whereupon the court, the courtrooms loudly applauded. The magistrates, fined the defendants 25 francs (\$5 each), except the missionary, who was discharged. The sentence was received with shouts of "Long live the Capuchins," and "Long live liberty." The crowd followed the monks into the street, after they had paid their fines, cheering and throwing flowers. The police, wishing to prevent a disturbance, tried to persuade the monks to take cabs. This they refused to do, and walked to the monastery, escorted by the police, who arrested some of the demonstrators. Upon arriving at the monastery, one of the monks began to chant the "Magnificat," which was taken up by all of them, and the crowd. This was the most impressive part of the manifestation. The police did not interfere further, and the crowd dispersed cheering the monks.

WITH CERTAIN LIMITATIONS

London Loan Company Wants a Dominion Charter.

BILL LIKELY TO GO THROUGH

Platter Comes Before the Banking and Commerce Committee—Measure Stands Over at Present.

Approve Mr. Blair's Bill.

Winnipeg, Man., May 8.—The adoption by the Dominion Government of a policy of keeping railroads 40 miles apart in Northwest Canada, when granting future railway charters, was announced by Hon. Mr. Blair, Minister of Railways and Canals, meets with general approval, because additional railway mileage constructed hereafter will be on the new territory instead of duplicating existing lines in sections already well served.

WEATHER BULLETIN

Friday, May 8.
Sun rises: 5:01 a.m. Moon rises: 4:38 a.m.
Sun sets: 7:27 p.m. Moon sets: 3:33 p.m.

THE "BADGER" CASE

Evidence of Brosseau Shows Confession to Be True.

Montreal, May 8.—The enquiry in the alleged badger case, in which Mr. and Mrs. C. A. Barber are said to have secured from Delphis C. Brosseau, of Bonsecours street, securities amounting to \$13,000 and a confession in which he was forced to acknowledge improper relations with the woman was renewed yesterday. The prosecutor, Mr. Brosseau, was put under cross-examination, and it came out in the evidence that he had been at the house before in company with the woman and that practically all in the confession was a true statement.

—The local lodges of the Woodmen of the World have decided to attend the meeting at Dundas Street Methodist Church on Sunday afternoon, at which Evangelists Croxley and Hunter are to address secret societies.

HARDSHIPS OF BARR COLONY ON THE BATTLEFORD TREK

To Build Ships.

Halifax, May 8.—A Sydney dispatch states that Sir A. L. Jones, head of the Elder-Dempster Company, of Liverpool, and Sir Alston Dixon, a great shipbuilder in North England, are interesting themselves in a project for the erection of a steel shipbuilding plant at some port in Nova Scotia, where the best facilities for such works are obtainable.

A FIREBUG'S WORK

Barns of the Mokaw Institute, Destroyed with Loss of Life.

Brantford, Ont., May 8.—The barns of the Mokaw Institute, two miles southeast of the city, were destroyed by fire last night. There were 14 cows, and five horses burned, and a quantity of hay and agricultural implements. The fire was the work of an incendiary, who is supposed to have hitherto failed to achieve—that is, the citizens' liability to contribute. The tax will not be levied on the actual total of each person's income, and it will not be progressive, as in Great Britain, but the amount to be levied will vary according to the social position of the taxpayer and will be based on the outward signs of his prosperity.

FRENCH INCOME TAX

Will Be Levied According to the Appearance of Prosperity.

Paris, May 8.—When Parliament re-assembles Mr. Rouvier, Minister of Finance, will attempt to secure what other French ministers of finance have hitherto failed to achieve—that is, the imposition of an income tax. Mr. Rouvier's bill is remarkable for the manner in which it is proposed to estimate the citizens' liability to contribute. The tax will not be levied on the actual total of each person's income, and it will not be progressive, as in Great Britain, but the amount to be levied will vary according to the social position of the taxpayer and will be based on the outward signs of his prosperity.

ENDEAVORERS CONVENE

Opening of the Big Gathering at Washington.

Washington, May 8.—The morning session of the eleventh annual convention of the Endeavor Union, which assembled here last night, and which will continue in session through Sunday, was devoted to devotional exercises and interesting talks to members by clergymen in attendance. The afternoon was given up to sight-seeing.

LIKES CANADIAN LIBERTY

A Famous French Bard Says Nice Things.

Montreal, May 8.—The famous French bard, who has been delighting Quebec audiences of late, made a speech before leaving Quebec, in which he said: "I wish to state once for all, at the beginning of this long tour, that I shall never come into my mind to be disagreeable towards the great nation whose King my compatriots are honoring. I have said this very moment. Besides, the more I see of Canada, the more I hear the confidential utterances of the French-Canadians, whether they belong to the clergy, liberal professions or agricultural class, the more also I admire that monarchy which is one hundred times more republican than you, of Canada, that almost divine thing, of inestimable value, without which it becomes impossible for man to expand and be perfectly happy, that thing which is called liberty."

RELiance TAKES A SPIN

Will Have a Brush With Columbia as Far as Bristol.

Glen Cove, L. I., May 8.—The cup yacht, Reliance, and Columbia, both of the New Rochelle and Columbia from New Rochelle and Columbia from Glen Cove. The former got a gentle start, and the latter, the Sunbeam, started off to the sound, and then hove off to the eastward, evidently bound for Bristol, to get a new suit of sails and be refitted. Her tender, the Sunbeam, went ahead, Columbia lay becalmed for more than half an hour at Glen Cove, and was then towed off into the Sound by her tender, the Park City, to get in company with Reliance. It was evidently the purpose to have a brush with the new boat today, and sail in company with her to Bristol. Columbia's tender dropped the tow-line one mile astern of the new boat. Both racers were nearly becalmed at 11:15 a.m.

Fortun at Baccarat.

Vienna, May 8.—Bela Justh, an aristocratic Hungarian gambler, who is known for his remarkable luck at Monte Carlo and elsewhere, won \$450,000 playing baccarat at the National Casino at Budapest, yesterday. Count Michael Karoly was the chief loser, he dropping \$320,000 in the game.

Uncle Yancy Dead.

Fort Yellowstone, Mont., May 8.—"Uncle" John Yancy, one of the most famous characters in the west, is dead at his home in Pleasant Valley, Yellowstone Park, where he had lived for 30 years. Yancy kept a small hotel and had entertained many prominent guests — among them, President Roosevelt, Baron Rothschild, President Arthur and Gen. Sherman.

—Capt. McCrimmon (adjutant) and Capt. Graham went to Sarina, today to complete the arrangements for the outing of the corps there on May 23, 24 and 25.

Greatly Reduced Number Toils Over Rough Trail.

ENGLISH PLUCK IN EVIDENCE

Women and Children March Twenty Miles a Day in Freezing Weather.

Battleford, N. W. T., May 8.—The sea voyage from Liverpool to St. John, the railway ride of 2,423 miles to Saskatoon, and the journey of 90 miles over the Battleford trail have been a filtering process for the Barr colonist body. With each successive stage of the tremendous trip from the cities of England to the barely located strip of territory in the Northern Saskatchewan valley, the party which embarked on the steamship Lake Manitoba to found a colony in the Canadian Northwest has lost strength. One man left the party at St. John, several gave up their agricultural aspirations at positions in Montreal, hundreds forsook Rev. Mr. Barr and began the quest of land on their own account at Winnipeg and Saskatoon, and now at the final stage the colony is being reduced that not more than two-thirds of its original number will reach the location. This draining out from the armies of immigrants anxious to go westward of those unfitted for the tests which the work of homesteading imposes is a matter of every-day occurrence, for a man who has no taste for the hardships which face a pioneer farmer in the country does not go far into the country before he realizes the fact. It is the size of this individual party that is making the thinning out process especially noticeable, and the number of those who have relinquished the intention of farming is certainly not greater than would be found in any other immigrant body as large. Many of the elements, the presence of which presaged failure for the colony, have been left behind, and it is the best members of the Barr party, judged from an agricultural standpoint, that are now here or are toiling along the trail from Saskatoon.

The past few days have been the great test for the colonists who are left. These English people who came to Canada under Rev. Mr. Barr's auspices are successful in overcoming the difficulties of transportation, and in adapting themselves to the necessities of the country, with the small aid that the Government has been able to give the promoter of the enterprise. They have since Sunday last cheerfully undergone privations and sufferings which few people in Eastern Canada would be able to understand. They have traversed 90 miles of an incredibly rough trail, intersected with crosses, heavy snows and mud, and have borne the most part through rain and snow and freezing cold, and have borne the unexpected rigors of a late spring with something more than fortitude.

ENGLISH BULLDOG PLUCK.

Then, cast upon their own resources, the owners of these prairie schooners found their own means for releasing their wagons from the alkali bottom for the reserve of the Englishman kept them from seeking aid for themselves or asking it, even from their own fellow-countrymen. They plodded along from slough to slough, learning a little from each, avoiding more treacherous places with each mile, and gaining before the end of the day the praise of all the Englishmen who continually passed them on the road. Some few found the treacherous, glutinous mud of the bottom too much for them, and gave up the struggle in despair, returning to the prairie wagons to join the already large band of discontented ones who are sitting at Saskatoon, waiting for the spring to turn up. The final day of the pilgrimage was fortunately bright and sunny. In spite of the difficulties of a road which in spots had apparently no bottom, the enthusiasm of the settlers ran high. As night came on, however, pathetic sighs along the road were not wanting. On the high seat of one prairie schooner a woman could be seen crying softly, with her face buried in her hands. Her husband had gone back two miles to town to replace a wagon pole which had broken, and she had missed his way in returning.

DOUKHOBORS TO THE RESCUE.

A sudden change in the weather while most of the settlers were on the trail produced the greatest relief. The weather became very cold, and a northwest gale blew across the prairie throughout one day, chilling the weary wayfarers to the bone, but making their stout movement absolutely imperative. Children walked along the trail behind the wagons crying with the cold, but the women and the men that one passed acknowledged that it was "bitter," or "cruel," or "wicked" cold, but had not a murmur to make. On this day the settlers received a fine object lesson when they stumbled across the pretty Doukhorobor village of Petrovka, nearly 40 miles from Saskatoon. Here a dozen for more substantial log houses, thatched with turf or straw, clustered about in the center of the holdings of this community.

The brave, kindly-faced Doukhorobor men, with their gay-skirted women behind them, came out to welcome the visitors, and took them into their warm, bright houses and fed them well. This colony of Doukhorobors has been in the country for four years, and has been able to converse fairly well with the new-comers from Great Britain, who, they believe, are imitating their communistic plan of life. The Doukhorobors took great delight in showing their granaries of wheat, oats, barley and flax, and their stables of stock, but provided that all were weary of the foot and shoe factory, the forge and the flax mill and linseed oil press which they are just completing. With the results of four years' work on a capital of little more than \$100 shown them, the Barr colonists who have been daily passing through the village cannot but be impressed.

The total value of the United States exports of animal products in 1902 was about \$3,000,000 greater than the like exports of the previous year, but there was a decrease of nearly \$5,000,000 in the value of cattle exported.

MARTIN MAKES A STATEMENT

Declares He Has No Knowledge of B. C. Scandal.

C.P.R. NOT PRIVY TO THE DEAL

Mr. Wells Wires Sir Thomas Shaughnessy to That Effect—Sticks to His Story.

Victoria, May 8.—Mr. Joseph Martin yesterday hobbled on crutches into the room where the special commission is conducting the investigation, for the purpose of denying certain rumors which he states have been in circulation. Ever since Mr. Dunsmuir testified that Taylor told Wells that there were two members in the deal, he said it had been suggested that he was one of them. This he emphatically denied, and was most explicit in his statement that he had nothing whatever to do with the matter, nor had he any knowledge of it. He wished also to deny the statement that he went to the hospital to avoid a vote in the House on this very matter. Mr. Martin also justly rebuked in voting for the bill last year, giving the C. P. R. the selection of lands in Yale and Kootenay, by saying he did not notice all the provisions of the bill. Had he done so he would have voted against it. He had been informed that his name was among those applying for coal prospects in the Kootenay area, and he had been informed that his name was among those applying for coal prospects in the Kootenay area, and he had been informed that his name was among those applying for coal prospects in the Kootenay area.

ATTEMPT TO END THE BIG STRIKE

Sir Wm. Mulock Interviews Both Parties at Montreal.

SHIPPING COMPANIES ARE FIRM

And Say New Terms Will Not Be Acceptable — Militia Guard Is Reduced.

Montreal, Que., May 8.—Sir William Mulock and Hon. Mr. Prefontaine, who reached here last evening from Ottawa, with a view to confer with the shippers and "longshoremen," and if possible bring about a settlement, have been closeted with both parties up to midnight, and so far the result is unknown. The men, however, appear most anxious to get to work, while the shipping men are getting more independent, having no less than 2,000 men to work on the wharves. In the first case they refused to accept the terms offered by the men yesterday morning.

SHIPPING COMPANIES FIRM.

The following statement was given out by Peers Davidson, legal adviser of the shipping commission, after a meeting held by the principal ship owners: "The steamship companies have received no direct communication from the 'longshoremen' as to the absolute terms they offered. The signed memorandum only was received without written explanation. As far as known the 'longshoremen' have absolutely no new terms to offer. With the exception of wages, this memorandum entirely ignores the other clauses already agreed upon."

WON'T ACCEPT NEW TERMS.

"The alleged new terms will not be accepted by the shipping interests if presented."

"The clause respecting foremen is a transparent attempt to obtain a preference for men in another form. The terms already agreed upon provide that the men shall return to work so soon as places may be vacant. This covers the point. There is no question of foremen's preference for their fellow union men."

"No doubt the greater number of the foremen will be re-employed, but the steamship companies must retain the right of employing whom they please."

"As to the presentation of grievances, there can be no objection to a clause, giving the opportunity to employees of stevedores of the respective companies addressing the company interested in the matter."

Montreal, Que., May 8.—The presentation of the account for \$5,000 towards paying the militia which has been guarding the wharves, has forcibly brought to the minds of the aldermen what the 'longshoremen' strike is costing the city. During the first few days of the strike 1,100 men were on duty. This number was subsequently reduced to about 500 men. Yesterday the number of local militia on duty was 390.

J. G. O'Neill, leader of the 'longshoremen's strike, indignantly denies statements that he has been in the Ottawa interview with Hon. Mr. Prefontaine. The strikers were represented as willing to accede to the shipowners' demands regarding non-recognition of the union, and were ready to give up the struggle. Mr. O'Neill states that instead of being about ended, the strike is only being held out for the men are determined to hold out for recognition.

Ames Found Guilty.

Minneapolis, May 8.—Albert Alonzo Ames, former Mayor of Minneapolis, has been found guilty of accepting a bribe of \$600, while chief executive of this city. The keen interest in the case was shown by the silence in the crowded courtroom, as the verdict was read. The usual motions were made

The Clyde Strike.
Glasgow, May 8.—The council of the Amalgamated Society of Engineers has notified the Clyde strikers that strike pay will not be allowed them, as the strike was declared contrary to the instructions of the council.