

The Semi-Weekly Telegraph

VOL. XLVI

ST. JOHN N. B., WEDNESDAY, JULY 24, 1907.

NO. 93

LAURIER HAS NO DESIRE FOR TITLE

Declares He Will Live the Rest of His Days at Ottawa

Would Rather Be a Member of City's Improvement Association, if He Were in Private Life, Than Have a Peerage

Premier Receives an Ovation from Thousands at the Capital and Makes Three Speeches.

(Special to The Telegraph.) Ottawa, July 22.—Sir Wilfrid Laurier received a great demonstration from the people of Ottawa, irrespective of party to-night. Thousands turned out to welcome him despite a downpour of rain. The streets leading to his residence were decorated and the crowds cheered at every point. The city council presented the premier with an address and a bouquet of roses was given to Lady Laurier. Sir Wilfrid had to make three short speeches. The first was in the city hall, which is given below, another on the steps leading from the city hall and the third at his residence where the crowd dispersed. No premier, in fact no man, ever received so enthusiastic a reception at the hands of Ottawa citizens. His statement that his future residence will be Ottawa was not a new one, but the declaration that he would prefer being a member of the Ottawa improvement association to a peer is of decided interest, although those who know Sir Wilfrid well would come to that conclusion. Will Live His Life in Ottawa. "Mr. Mayor, gentlemen of the city council, ladies and gentlemen," said Sir Wilfrid. "I have now reached my last stake of what I believe in many respects is a most pleasurable trip and the most pleasant part is that I am again home among my fellow citizens. I appreciate as I never did before how sweet home is and the truth of the saying that there is no place like home. (Cheers.) The joy of my return is intensified by the hearty welcome which I have received at your hands. Need I say how proud I am that my fellow countrymen have come to meet me, so many of my friends and neighbors, so many who are politically opposed to me and so many of those that I cannot claim that privilege of their political support. I offer to one and all the prayer that you will accept the expression which comes from the bottom of my heart of my deepest gratitude. There have been now a fellow citizen for eleven years and as time rolls on it seems that ties of affection are winding more and more around my heart and it is my intention whatever may be the fortune or misfortune of my future life to live and die in the city of Ottawa. (Cheers.) No Ambition for a Peerage. "A newspaper of Montreal published an article, inspired with most flattering intentions and couched in still more flattering language, expressed the opinion that I should become lord high commissioner and minister plenipotentiary to the Court of St. James. While it was flattering to me I cannot help saying that I have no such ambition (cheers); what I am now I shall remain so long as it pleases God to give me health and so long as the Canadian people repose confidence in me, as they have done during the past few years. If it pleases God to take my health away, or if the people should take away their confidence from me, then I would still be a simple citizen of Ottawa. (Cheers.) I desire no title, all that I want to be is simply a citizen of Ottawa. If I am to have another title, another position, then the one which I would endeavor to become would be a member of the improvement commission of Ottawa, (cheers) so that I would be able to take a share in that good work and continue to take a deep interest in the beautifying of this city. Sir Wilfrid then referred to the delay in proceeding with the new station and hotel, and said that it would be one of his first acts now that he has returned to see that work was proceeded with. He had visited some of the most favored cities of the world, but there was none of them for which nature had done so much as for the city of Ottawa. The people of Canada and of Ottawa should be proud of their city. Sir Wilfrid offered his thanks for the sentiments in the address and said that if his work at the conference met with the approval of his fellow citizens that was all that he desired. He drew a picture of the grandeur of the meeting in London of the daughter nations of the empire, the same as he had done at Quebec, and concluded by again thanking the people of Ottawa on behalf of himself and Lady Laurier for the magnificent welcome they had received.

MAY MAKE SAME DEFENCE AS THAW

It is Said Counsel for Davidd, the Assyrian, Will Plead Brain Storm

EXAMINATION TODAY

Frederick Four Per Cents Being Taken at Ninety-seven—U. N. B. Girl Graduate Gets Good Position in New York School—Other News of the Capital.

(Special to The Telegraph.) Montreal, July 22.—The preliminary examination of Tom Davidd, the Assyrian charged with murdering his wife, will be resumed in the police court tomorrow morning. Five witnesses including Dr. Rankin, Grant and Griffiths, of Woodstock, and two Assyrians have been subpoenaed to give evidence and will arrive here by the western train. It is not likely that any witnesses will be called for the defence. It seems to be the general impression here that Mr. Hazen will admit the shooting and try to show that his client at the time was suffering from a brain storm, brought on by domestic troubles. City Treasurer Golding reports a fair demand for city per cent. debentures, which are now being issued to redeem \$70,000 worth of old debentures, which fell due on Saturday. Several lots have lately been offered at a price of 97 to 98, which is a very good price considering the stringency of the money market. In the past, city debentures have generally sold above par. The body of Private Charles Smith, of the Royal Regiment, who was drowned at Pateway last week, was brought here by the noon train today for interment. About thirty men are now at work in the antimony mines at Lake George, and are getting out considerable ore, which is being shipped to Swansea, Wales. The mines are being worked by the Canadian Antimony Company. Miss Martha Mott, formerly of Kingsclear, a graduate of the U. N. B., has received an appointment on the staff of the New York Normal College, at a salary of \$1,200 per year. She is a cousin of Colonel McLean, of St. John. At the Douglas boom last week 2,673 tons of logs were rafted and the total at the Mitchell boom was 2,122. About 370 men were employed. Presentation to Capt. Taylor. When Star Line steamer Victoria arrives here tomorrow afternoon it will have a new commander. Capt. Charles Taylor in command of the Victoria, which left the Victoria left here and will be in charge tomorrow when she leaves St. John, but on the river he will leave the boat and return to St. John on board the Majestic. Capt. E. O. Perley, of the city, will then take command of the Victoria and bring her to this city. On Wednesday evening Capt. Taylor leaves for Montreal (B. C.), where he has interests in the Barrabens Bros. Lumber Co. On Saturday evening Capt. Taylor was given a surprise party at the residence of his wife, which was the salon by one of the officers and found eighteen members of the crew in waiting. The popular retiring commander was drunk from beer time and he was dressed in a suit and an address was read by Chief Engineer Barton on behalf of officers and crew. The health of the captain was called upon for a speech. Capt. Taylor was overcome by the expression of such good feeling. Mrs. Taylor and son Don, who accompanied the captain on his last voyage, will join him in the west at a later date. Certain customers of one of the city's financial institutions have been notified of an increased rate of discount. Whether there will be a general increase is unknown, but bankers are expecting instructions daily from head offices. T. R. Kent, the artesian well borer, of St. George, has signed the contract for boring test wells in Sunbury and Queens counties, all under the act of legislation of the present moment. In all about five will be bored. One will be at Mahoney's, at Maugeville; another will be in Sheffield, and the third at Sunbury, which is at the mouth of the Oronto. One of the Queens county tests will be made at Enoch Currier's place at Upper Goswold, while the other will be made at the mouth of the Jemseg. It is reported that Principal Horace G. Berry, late of the Charlotte street school, this city, will be offered the principalship of the Kingston Consolidated school, in succession to Dr. D. W. Hamilton.

STRATHCONA TO VISIT CANADA

Report That All-Red Project is Bringing High Commissioner Over

CURIOUS ATTACKS

Ministers Opposed to the Scheme Allege That the 25-Knotters Would Be Handicapped by Fog and Icebergs—Hopes Now Scheme Will Go Through.

(Special to The Telegraph.) Montreal, July 22.—The Star's London correspondent cables: Lord Strathcona had arranged to leave Liverpool on Wednesday next for New York and Canada. He finds, however, that he cannot leave before Saturday. He will not discuss the object of the visit, but it is not improbably connected with the All-Red project, which he intends shall be the crowning achievement of his career. Many contradictory statements are still current, and though it is obvious a stiff fight is in progress in ministerial circles, I am assured, on the highest authority by those who are most interested in the project, that everything is progressing satisfactorily. The ministers' decision may not be given until after parliament rises. Ignorance of Ministers. The three members of the ministry who are believed to be throwing cold water on the project are John Burns, Walter Runciman and Lewis Harcourt. They contend the route is subject to fogs, icebergs and dangers of that sort, making a twenty-five-knot service impossible. They are also using the fact that they themselves have seen wrecks in the St. Lawrence, oblivious of the fact that the service to be from Halifax, not Quebec or Montreal. Friends of the project suggest that Halifax would do well to send to London the fullest details to combat the fog and iceberg objections. It is surmised that the one special objection of Lord Strathcona's visit will be to deal with the attitude of the Canadian commission's office. However, despite the proposed independent syndicate for the new Atlantic service, with Lord Strathcona and Mr. Sifton at its head, may tend to rob their new Empire liners and the Allan turbiners of the cream of Canadian traffic. Lord Strathcona today received a deputation of the St. Lawrence, oblivious of the fact that the service to be from Halifax, not Quebec or Montreal. Friends of the project suggest that Halifax would do well to send to London the fullest details to combat the fog and iceberg objections. It is surmised that the one special objection of Lord Strathcona's visit will be to deal with the attitude of the Canadian commission's office. However, despite the proposed independent syndicate for the new Atlantic service, with Lord Strathcona and Mr. Sifton at its head, may tend to rob their new Empire liners and the Allan turbiners of the cream of Canadian traffic.

CALLS ORCHARD DIME NOVEL HERO

Haywood's Lawyer Declares He Boasted of Crimes He Never Committed

PINKERTONS SCORED

Charges That Detectives Fixed Up the Confession to Discredit the Miners' Association—Does Not Justify Steunenberg's Death—Defendant's Witnesses Held for Perjury.

Boise, Idaho, July 22.—For four hours and a half today E. E. Richardson pleaded with the jury for the life of Wm. D. Haywood. Under order of the court the hours for the day sessions were changed and in place of sitting in the afternoon court met at 8 o'clock this evening. Judge Wood was informed by the jury that the extreme heat of the court room was too trying on some of the jurors and he complied with the request for a late evening session. Mr. Richardson charged that the state has no coroner that circumstances as to the murder of Governor Steunenberg and for that reason a general conspiracy was charged. Heaving into the Court d'Aleles troubles, Mr. Richardson declared that most of the mines there were owned by the Standard Oil Company and he proclaimed that wherever conditions were such as to create a Rockefeller at a one end of the line and a man with a gaunt dinner pail at the other, more or less friction or trouble is bound to occur. "I am not going to explain or apologize for the men who blew up the mill," said the attorney. "It is sufficient for us to say that the Cripple Creek district. He recalled the early crimes to which Orchard evaded. "He even gambled away his interest in the Hecla prospect, according to his own story. The defense claims Orchard lost his interest in this mine by being driven out of the country and it was this fact that he maintained Steunenberg's."

STEAMER RAMMED AND 100 PERISH

Worst Marine Disaster Ever on the Pacific Coast

The Columbia, Bound from San Francisco to Portland, Oregon, With 189 Passengers and Sixty Crew, Run Down During Dense Fog in the Middle of the Night, and Went to the Bottom in Five Minutes—Passing Vessel Rescues Many.

Eureka, Cal., July 22.—Of the 189 persons on the steamer Columbia which was run into and sunk early Sunday morning by the lumber laden schooner San Pedro, 144 were brought here today by the steamer Elder. Of these 107 were passengers and 37 members of the crew of the Columbia. In addition to these four life boats were reported to have been picked up, one containing 13 people, one 18 and one 15. The number on the fourth boat was not given. San Francisco, Cal., July 22.—In one of the worst marine disasters in the history of the California coast, between 100 and 150 lives were lost, as far as has been learned by a midship collision between the steamer Columbia and the steam lumber schooner San Pedro in Shelter Cove, twelve miles southwest of Mendocino-Humboldt County line, between 12 and 1 o'clock yesterday morning. Only meagre details of the tragedy have been received, though every effort has been made to get the facts. Scores of telegrams to Eureka, the nearest point of importance remain unanswered. The few details known here were brought by the steamer Roanoke and the steam schooner Daisy Mitchell, which arrived in San Francisco this forenoon. The Columbia, a three hundred foot steel vessel of the San Francisco and Portland S. S. Company, while bound from San Francisco to Portland, Oregon, with 189 passengers and a crew of 69, collided with and was rammed by the San Pedro, a 170 foot wooden steamer, southbound for this city. The sea was smooth but the weather was foggy. The San Pedro, loomed out of the mist, a few ship lengths away, bore down on the Columbia at high speed, despite frantic efforts to clear. A grinding crash the San Pedro sank her stern fully ten feet into the Columbia's port bow. Nearly all of the Columbia's passengers and many of her crew were asleep in their cabins and bunks when the crash came. As the later report announced, away they poured in through the ragged hole in the Columbia's bow above and below the waterline and in five minutes the Columbia sank to the bottom, the deep waters of Shelter Cove covering the tops of the Columbia's masts. Details Meagre Yet. The story of that five minutes is yet to be told and as it is told by survivors the facts of the tragedy can be best guessed at. Shortly after the collision the steamers Roanoke and George W. Elder and the steamer-schooner Daisy Mitchell, all southbound, came on the scene and stood by. The Elder took the San Pedro in tow and the later report announces their arrival in Eureka. The stem of the San Pedro was smashed to splinters, one of her masts was snapped off at the deck, she was settling and had a heavy list when taken in tow. Captain Hensen remained on board. The Daisy Mitchell offered assistance to the Elder but this was declined. She picked up a lifeboat and a raft of the Columbia and brought them to this city. Near the second morning of the wreck the Roanoke picked up a life raft and found underneath the dead body of a passenger, supposed to be Edward Butler, of Portsmouth (N. H.). The officers of the Merchants' Exchange in this city and of the various newspapers have been besieged since early morning by relatives and friends of the Columbia's passengers, but the insistent and tearful requests for information of the victims and the rescued remained unattended. Beyond the reported facts that Butler was drowned and that Captain Doran went down with his ship no details of casualties have been received. The return to Oakland, Cal., July 22.—P. C. Walker,

IMPORTANT SUIT UP AT BATHURST

Millowner Claims Damages from Electric Light Co. for Depriving Him of Water

Alexander O. Brown Alleges That Defendant Has Erected a Dam and Keeps the Slueway Closed in the Day Time, as Well as Routing His Salmon Pool on the Totogouche.

(Special to The Telegraph.)

Bathurst, N. B., July 22.—In the equity court here today before Judge Barker the case of Alexander C. Brown versus the Bathurst Electric and Water Power Company, was opened. The points in dispute are of considerable interest to mill owners using water power on the rivers of the province as the plaintiff claims that by the establishment of an electric lighting plant run by turbines some distance above him he is to a great extent deprived of water and unable to continue his business. J. Milton Price, of Stockton, Price & McInerney, St. John, and George Gilbert, of Bathurst, represent the plaintiff. Brown, M. G. Teed, K. C., of St. John, and N. A. Leamy, of Bathurst, are appearing for the defendant company. Hilder Daw, C. E., of Montreal, who is candidate for the position of city engineer and director in St. John, is engaged as an expert witness for the plaintiff. The plaintiff owns a grist mill and a carding mill on the Totogouche river which have been in operation for forty years. In his claim he contends that the defendant company constructed a dam across the river in 1904 and started to operate machinery at a point nearer his mill than was provided for under the act of incorporation and that the plans have never been approved by the lieutenant-governor-in-council. He alleges that the gates connected with the dam are kept shut for long spaces of time and that he has been injured in his business by want of water. The machinery is only run at night and the plaintiff claims that the sluice is always closed in the day time to enable the water to be stored to operate the turbines. There is also a complaint that while the Totogouche was formerly a salmon river the defendants have neglected to provide a fish way and that the value of the plaintiff's salmon pool is destroyed. On these various counts the court is asked to award damages and restrain the defendants from operating the dam. The defendant company deny that they store the water by their dam to the injury of the plaintiff or that they are making an unreasonable use of the stream. The case is likely to occupy the attention of the court for some days.

HON. EDWARD BLAKE RETIRES FROM POLITICAL LIFE

Motreal, July 22.—A London cable says: Hon. Edward Blake, after representing South Longford for fifteen years, has placed his resignation in the hands of Mr. Redmond and applied for the Children's Hospital. Advancing age and failing health compel him, he says, to say farewell to his constituents.

TWO DORCHESTER, MASS., CHUMS DROWNED

Duxbury, Mass., July 22.—The bodies of Charles L. Parritt and Walter Sampson, both eighteen years old, of Dorchester, were found on the flats of Two Rock Channel at low tide late today. Following the discovery of an overturned dory, in which it was known that the young men had been sailing yesterday, five launches and two dory parties, including the fathers of the boys, set out in search of the bodies this afternoon, and at low tide they found them near together on the flats of the channel. The two young men were fast friends, and this was the last day of a two weeks' vacation which they had been spending at Big Enough cottage.

Liberal Majority in Hants 147. Windsor, N. S., July 22.—(Special)—The sheriff today made his declaration of the correct returns in the Hants election. There were 2,860 votes for James O'Brien, and 1,883 for Everett O'Brien, a majority for James O'Brien of 147.

FIRST BLOOD FOR DOMINION STEEL CO

Coal Company's Motion to Postpone Trial of Suit Denied and an Appeal Will Be Taken.

(Special to The Telegraph.) Halifax, July 22.—Judge Longley today refused to grant the motion of the Dominion Coal Company and E. H. Lemay for a postponement of the Steel company suit. An appeal against this decision will be taken to the full bench. W. F. O'Conner, acting for E. H. Lemay, has applied to the governor-in-council to have the by-law by which the Steel company secured an adjournment of its annual meeting rescinded and this matter will be dealt with at a meeting of the local government tomorrow.

HALIFAX SELLS FOUR PER CENT. BONDS AT 91.45

Council Votes to Accept Offer of Local Brokers for \$430,000 Worth.

(Special to The Telegraph.) Halifax, N. S., July 22.—The attempt of Halifax to sell, independently of the brokers, \$380,000 of its own four per cent. debentures at 95, has failed. At a meeting of the city council tonight, it was reported that only \$18,000 had been disposed of. The council then accepted an offer from two Halifax brokers to take \$430,000 at 91.45.

BRITISH LABOR LEADER, AT TORONTO, TALKS ON SOCIALISM

Keir Hardie Tells Canadian Club Their Platform is Food for Children, Work for the Strong and Comfort for the Poor.

(Special to The Telegraph.) Toronto, July 22.—"Socialism is an intellectual movement which does not appeal to the instincts of the individual or of the nation, but to the instincts of a man who loves his fellow man and desires to see a truer conception of life prevail than obtains at the present moment. Socialism assumes a higher type of humanity. It is the embodiment of the sermon on the mount in every day business life community."

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FIRST MOTOR CAR RAN FROM MONCTON TO SHEDIAK AND RETURN

Test Fairly Satisfactory—More Soon Ready for Use—Will Seat Fifty-two People.

(Special to The Telegraph.) Moncton, N. B., July 22.—The first I. C. R. motor car was given a test this afternoon by Locomotive Foreman Fred. H. Moore. The run was made to Shediac and return, and in charge say the test was satisfactory, with the exception of the springs not working just right. At Humphrey's a stop had to be made to fix the spring gear, but from that to Shediac and return the car is said to have run without a hitch. The return to Moncton was made in fifty-five minutes. The car is lighted by gasoline vapor. It will seat fifty-two people, and was run today with four men—driver, fireman, conductor and brakeman. Three men, it is said, will be required to run the car. Another car is expected to be ready in a short time. One motor built in Austria is expected here soon, and two more are about completed in the I. C. R. shops. Rhodes, Curry & Co., who are building the cars, are expected to have another ready in a short time.

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WEALTHY ARMENIAN SHOT DEAD IN NEW YORK

Murder Committed by Com Patriot in Crowded Street.

New York, July 22.—As he stepped out on the sidewalk from his store on East 17th street, today, Pohnash Tavahjanian, a wealthy rug importer and Persian commissioner to the Chicago world's fair in 1893, was shot from behind and almost instantly killed. The assassin, a shabbily dressed Armenian, who was arrested after a chase of several blocks, declared, according to the police, that he came here from Chicago especially to kill the merchant. The prisoner described himself as Beros Hantzpartzian, twenty-four years of age, Chicago.

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