

TWO ENGINEERS AND ONE FIREMAN KILLED

Head-on Smash on Great Northern Few Miles Out of Vancouver Causes Three Fatalities.

Vancouver, B.C., June 10.—Two engineers, Bob Nichol and A. E. McPheters, were killed outright and a fireman, name unknown, also met instantaneous death this afternoon in a head-on collision which occurred on the Great Northern Railway near Burnaby, five miles out of Vancouver. The trains in collision were No. 274, which left Seattle at 8.30 o'clock this morning for Vancouver, and which was due at 3.30, and another local train, bound for Ladner, which left Vancouver at 2.40. The Ladner train was delayed in leaving Vancouver by the draw being open at the False Creek bridge. Five minutes late she was just entering the Wolf's Sliding when the Vancouver-bound train thundered around the curve. The locomotives were smashed in the head-on impact. The fireman of the draw train, Nichol, and his life was sacrificed. Engineer Bob Nichol, of the Ladner train, was killed outright. Only a few minutes before he had obtained leave to go on his holiday tomorrow.

Engineer McPheters, of Seattle, took the place of Engineer Nichol on the fatal run today. The name of the dead fireman could not be learned. Bill Curtis, who was riding in the cab of the Ladner engine, was probably fatally injured. Two ladies were badly shaken up and were taken to the hospital. One other passenger, a man named Lester, was injured. Conductor Langan, of the Seattle train, was so badly injured internally that he had to be taken to the hospital, but will probably recover. Engineer McPheters appeared to believe that he had a clear track to Vancouver.

The injured were brought to Vancouver on a special train at six o'clock.

ABDUL'S MANY TRAPS.

Secret Doors, Panels, and Pit-Falls Found in Yildiz.

According to the Paris correspondent of the "Times," the fallen Sultan, Abdul Hamid, is beginning to get accustomed to his new life in his prison villa at Samsun. He was very nervous at first, but now seems interested in the simple things which surround him, sometimes going for walks in the garden and asking the names of the flowers. Of the women of the harem who have accompanied the master, two girls, aged fourteen and fifteen years respectively, are installed as favorites.

In the meantime extraordinary discoveries have been made at the Kiosk, and go to show the many stories told of Abdul's strange devices to protect his life and wealth. To get the sultan open a secret door, he began to work on one of them which he had present to stand away, as he feared an explosion, and the door began to turn on its hinges. Debris was heard. They came from pistols placed in the safe, which were fired automatically when the safe was tampered with.

The eunuch Nadir, from whom information is being extracted concerning the Sultan's habits, has been through the apartments of the palace with his hands fastened and soldiers all round him, all the advances being made with the utmost care, because it was well known that there were all kinds of traps and ambushes, which the sultan knew, and into which he could let these accounts pay him full.

In that part of the palace where the Sultan resided there were found rooms with doors hidden in the walls, hidden rooms, movable planks in the floors with pits full of spikes, and other kinds of diabolical inventions. There were also lay figures found representing Abdul Hamid and admirably made. They were used to hide his presence in one part of the palace, being placed so as to give the idea to people outside that he was reading in a certain room or sleeping.

In the cellar on one of the greatest palaces were found innumerable elephants' tusks. The strong box, containing the silver, jewellery, account books, and bank books retaining deposits in foreign banks, that in the Deutschebank amounting to £2,000,000, was transferred to the Minister of War.

One of the reports made by the Parliamentary Committee taking the inventory of Yildiz Kiosk mentions the discovery of a number of foreign and Turkish bonds in the clothing of Prince Kalim, the son of Abdul Hamid, who accompanied his father into banishment. The clothes were searched because they were being forwarded for the use of the prince at Salonika.

Another find consisted of numerous papers and reports contained in a strong-room among which was a large sum in 500 rouble notes, which were scattered about between papers.

Our Pacific Naval Station.

Victoria, B.C., June 10.—The Dominion Government is to the Imperial Government and Rear Admiral Kingsmill, head of the Canadian navy who arrived here some days ago, after completing his inspection of the equipment, etc., will leave for Ottawa tonight to make his report to the Government. The Government will formally be taken over after his report is submitted. The navy station will be used as headquarters in British Columbia of the lighted and fire protection service and for the warship to be bought from Great Britain as a training ship and fishery cruiser. Pending the purchase of this vessel the Dominion Government has chartered the salvage tug William J. Joffe to aid the fishery protection cruiser Keeler, beginning at once.

TO BUILD ROAD TO BAY.

Charter For Road From Churchill to the Pacific—Second Line to Winnipeg.

Prince Albert, Sask., June 9.—A very short time will see work started on the line that to fulfill the expectations of the inhabitants of the West since development began, the Hudson Bay railroad, according to W. W. Rattan, M.P.

The facts are strongly to support Mr. Rattan's contention. For his return home the member for Prince Albert found awaiting him a notice from the department of railways to the effect that on June 19 the Hudson Bay and Pacific railway would fill their location plans with the department. This announcement means a good deal not only to Prince Albert but to all that great empire vaguely termed "The North."

The Hudson Bay and Pacific railway company did not attract much attention when their charter first came up. It looked just like an application for another of those charters which cover Saskatchewan like a spider's web.

About the same time, however, the Prince Albert bill for a line to the Bay was coming up and so the application was looked into a little. While the western members who took the matter up found made them almost stare and gasp. The Hudson Bay and Pacific railroad company is about the strongest aggregation that ever applied for a railroad charter in Canada, that is apart of course from the capital of the company is about \$50,000,000, about all subscribed and paid up. The company has had surveys made of their two lines and they have had soundings made of the harbor of Fort Churchill. They showed furthermore, that once the rails are laid the White Star steamer line, the second largest and most important line of steamships leaving England for America, will start an up-to-date service.

The company's representatives exhibited the contracts already made. The company has charters for two lines. The first runs direct west from Churchill to Athabasca Lake and the Pacific ocean via the Yellow Head.

The second line runs from Churchill in a southerly direction to the north-west corner of Lake Winnipeg. The line follows the bank of the river to the Pass and to Prince Albert. The company guaranteed that within a short time of their location time being approved and other things completed, to start construction work at three different points in the road of which Prince Albert will be one.

They offered to abandon their line and use the government survey route and line and to give all the same privileges as a government road would have. In this case they would want a guarantee of bonds or a land grant, and this route the company they would be perfectly willing to take the land along their northern route, that is between Churchill and Athabasca, and help to open up that great country.

"There is no doubt that this looks like the thing," said Mr. Rattan. "The thing that the company other railroad charter that has been granted to the Bay," said Mr. Rattan.

Regina, June 10.—The annual meeting of the convocation of the university of Saskatchewan was held here today, when about twenty-five members were present and a considerable amount of business was transacted. Chief Justice Wetmore was re-elected Chancellor, and in his opening address dealt briefly and succinctly with a number of matters in connection with the University. The following degrees were conferred: B.A., Duncan Brown, M.A., Walter Charles Murray, B.S.A., William J. Ruthven, B.S.A., Arthur George Gell. The following degrees were conferred in absentia: B.A., John Arthur Bean, Wm. M. Veasey, Edmund B. Smith, John Tuckey, Alphonse Grave.

B.S.A., Arthur George Hopkins, M.D.C.M., William Dow, A. Godin; M.C.M., M. D. H. Harry Morrell. President Murray then presented his report of work done thus far by the University which it was decided to publish. As to the future place of meeting, President Murray, pointed out that except in some special case a convention must in future meet at Saskatoon, where the university is located. In this connection, he said that since the location of the university has been decided upon, and the site purchased he hoped that no party or section of the province would in any way attempt to injure the future of the Provincial University. This, he said, would be a greater calamity than anything which has befallen the province so far.

Chinese Cadets at West Point.

New York, June 9.—Ying Hsing Wen and Ting Chia Sen, the first two cadets sent out by the Chinese government to study military tactics in America, will be graduated from the military academy at West Point on Friday. They are the first Chinese to be graduated from the academy. The study of foreign languages, the cadets have mastered during their four years' course not only English but Spanish and French. In addition to the military and ordinary educational courses for which the Chinese government has paid their expenses, they will go to Germany to continue their studies in one of the national military schools of that country.

Body Found.

Winnipeg, June 6.—The body of Gabbe Boismen was brought to the surface of Kam river last night.

ITALY MAY MAKE A NEW NAVY LOAN

All Parties Now Agree That Military Preparation is the Price of Security.

Rome, June 11.—Until a short time ago whenever the war and navy loans were discussed in the Italian Chamber, the semi-official party voted against them, but the situation is now so altered on account of Austria's continual provocations that not only the publicists and socialists approve military expenditures, but even the republicans. After Signor Salvo, the Italian minister of finance, had made his speech in the Chamber, the Italian government has been discussed for the last three days and almost all the speakers favor them except two or three socialists who really speak more out of respect for their party doctrines than from personal convictions. Many speakers complain that more might have been done. Despite this, the Italian budget will balance with a surplus of ten millions. All this goes to prove that if Italy is not a rich country it is growing rich owing to good financial administration.

C.N.R. PACIFIC TERMINALS.

Eburne Property Owners Want the Honor.

Vancouver, June 9.—Property owners in the vicinity of Eburne, on the north arm of the Fraser, are making earnest representations to the Canadian Northern Railway regarding the location of the terminals of the transcontinental system near that growing village. At present a committee of the ratepayers of the section are in touch with the Canadian Northern engineers, and are convinced that they can make such a showing of the advantages of the location on the North arm of the Fraser as will cause the management of the railway to seriously consider the matter.

The Eburne campaign for the securing of the Canadian Northern Railway terminals started two months ago, when it was whispered that there was a possibility of the railway coming to the coast by way of New Westminster. The Eburne representative promptly got in touch with Mr. C. F. Hannington, who is the agent for the railway, and pointed out that as far as access to the sea was concerned this would be secured near the mouth of the North arm of the Fraser. It was pointed out that once the route to Eburne and its vicinity on the mainland was easy, and once the road was located, the route to the coast would be opened up at the mouth of the North arm of the Fraser.

Unique Celebration. Rome, June 9.—The people of Rome showed much interest this morning in the departure of a number of bicyclists carrying special messages to the municipalities of Milan and Paris, containing congratulations on the anniversary of successful conclusion of the war of 1859 in which France and Italy were victorious over Austria.

The streets early in the morning were filled with people, who gave the riders an enthusiastic send-off. The messengers were accompanied by a band of music, and were cheered by local political organizations.

Will be Electrocutured.

Albany, N.Y., June 9.—Governor Hughes has declined to interfere in the case of Wm. Scott, convicted of the murder of his mother, Della Scott, at Shenango lake in October, 1907, and Scott will be electrocuted at Auburn on Monday next. Scott's attorney asked the governor to commute the sentence to life imprisonment on the ground that the condemned man was of unsound mind when he committed the crime. The court of appeal recently declined to grant a new trial and affirmed the verdict of the trial court.

\$50,000,000 For Libraries.

New York, June 9.—Andrew Carnegie has founded 183 public libraries, representing donations aggregating \$51,500,000, according to his statement in the current number of Collier's Weekly. Up to December 31, 1908, the philanthropist says he had erected in the United States 599 libraries with branches at a cost of \$34,870,745. England and Ireland had 1,000, and the list with 229 buildings and 59 branches at a cost of \$7,850,550. Mr. Carnegie thinks that, considering the population of the two countries, he has done almost as much for Canada as for the United States, having erected there 1,000 libraries and established five branches at an outlay of \$2,050,415. He says he is satisfied with the result of these expenditures.

Murderer Accountant.

Ossining, N.Y., June 9.—Captain Peter C. Hains, jr., who is serving a sentence of not less than seven nor more than 20 years, for killing Wm. E. Annis, has been assigned as accountant in the tin shops of Sing Sing prison. He is serving the sentence for the murder of Wm. Marsh Rice, has been transferred to the clothing industry. As a murderer, he is not in good conditions in the prison, sixty convicts were today transferred to Auburn, N.Y.

Tremor 4,000 Miles Away Registered.

Washington, June 9.—An earthquake officially estimated as 4,000 miles distant, possibly in the vicinity of Northern Chile, was recorded at the weather bureau early yesterday. The shock was well defined and of moderate intensity and lasted for over an hour.

THOUSAND PEOPLE SAW THE BUFFALO

An Immense Excursion of Edmonton Citizens Watched Loading Process. Lamont on Wednesday Afternoon.

Wednesday's excursion to Lamont for a last view of the 350 buffaloes in the corral there previous to their transportation to Wainwright, was, in point of numbers a great success. Eleven cars, packed to more than ordinary capacity, carried upwards of one thousand people from Edmonton. Every available car in the yards was brought into commission and hundreds of people had to stand in the aisles and vestibules for the entire two hours trip. There was considerable dissatisfaction owing to lack of accommodation and the fact that the train was an hour and a half late in leaving on return. For a few days after the excursion at Lamont the vast crowd, all eager to secure the limited number of seats, lined the track in the morning sun waiting for the return of the train which had gone further down the line in order to turn the engine.

When it steamed up towards the depot, one and a half hours behind schedule time for departure there was a mad rush for every available entrance and the crowd poured in like a besieging army. The more alert ones secured seats while the others stood. Mosquitoes in innumerable swarms were one by one on the men, women and children were covered with bites.

Despite these inconveniences, however, the majority had a good time and the large number who enjoyed their first Wednesday half holiday pronounced the excursion a success. The return trip was made in much better time than the downward run and the tired holiday seekers reached the C.N.R. depot on First street a short time before nine o'clock.

The Buffalo Corals.

At Lamont, the intense heat did not prevent the excursionists from getting a good view of the buffalo, a large number of which were some distance from the station. At first some of the small corals were visible, but during the wet weather this was so badly tramped down that a larger enclosure had to be made and now the corals are visible in a large square mile in extent. A dozen or more are taken down to the smaller corals at the tracks at once and are loaded one by one on the cars.

The work of loading was begun Wednesday morning and was continued by Howard Douglas, assisted by about a dozen men including Canadian cowboys. Two cars were used to transport the corals, each containing about a dozen animals, and the work is being rushed forward without delay. It is expected that the loading will be finished before the end of next week.

In this charge of the loading had considerable difficulty in keeping the crowd back from the top of the loading ganway, upon which the bison were driven to the car. The preserving of the corals was a matter of the Phillips of the R.N.W.M.P. who had his hands full.

Have Immense Strength.

The work of loading was very interesting to the spectators and was evidently conducted according to the most approved fashion by those who know most about the habits of the animals. If the onlookers expected to see the occupants of the corals walk quietly up to most circumstances they were quickly undeceived. They outmanned any mule, bucking and striking with their hind feet such as the animals, and they struck. To the weight of these blows many incidents bore testimony; for instance, to prevent an active young bull from creating trouble a six inch scantling was placed across the gangway behind the animal but snapped like a match beneath the weight of a kick delivered with speed difficult to follow. After many attempts at coaxing it became necessary to rope the horns of the animal and the combined strength of ten men was required to drag her into the car. After many other methods had been tried, this was last resorted to in the case of almost every refractory beast, of which there appeared to be a majority.

Precautions Taken.

The bison is a sullen animal endowed with enormous strength and cunning enough to use it to great advantage. Heavily built in the fore part, light in the hind quarters, agile and weighing often as much as 3,000 pounds, he is altogether an ugly customer. Knowing this those in charge take every precaution in the arrangements. The loading corral is about eight feet high of heavy timber leading to a gangway by which the car is entered.

Dangerous Work.

The men in charge, experts in the handling of buffaloes and inured to danger have already had several narrow escapes while fastening upon the bison in their narrow quarters. The animals are separated in the cars by wooden partitions which are being built by carpenters at hand as fast as required. The animals have been herded enough at Elk park to become familiar with men and they are now handled with much greater ease than when corralled more than two years ago. Once in the car the animals are given hay and water and made to feel as much at home as possible, but the temper of a buffalo is sullen and he makes dry hay in a stock car resemble the more palatable grass in the open air.

The cow as a rule are being more easily handled than the bulls except in an instance or two where they have calved their calves and are very sure enough though the Saskat.

THOUSAND PEOPLE SAW THE BUFFALO

An Immense Excursion of Edmonton Citizens Watched Loading Process. Lamont on Wednesday Afternoon.

Wednesday's excursion to Lamont for a last view of the 350 buffaloes in the corral there previous to their transportation to Wainwright, was, in point of numbers a great success. Eleven cars, packed to more than ordinary capacity, carried upwards of one thousand people from Edmonton. Every available car in the yards was brought into commission and hundreds of people had to stand in the aisles and vestibules for the entire two hours trip. There was considerable dissatisfaction owing to lack of accommodation and the fact that the train was an hour and a half late in leaving on return. For a few days after the excursion at Lamont the vast crowd, all eager to secure the limited number of seats, lined the track in the morning sun waiting for the return of the train which had gone further down the line in order to turn the engine.

When it steamed up towards the depot, one and a half hours behind schedule time for departure there was a mad rush for every available entrance and the crowd poured in like a besieging army. The more alert ones secured seats while the others stood. Mosquitoes in innumerable swarms were one by one on the men, women and children were covered with bites.

Despite these inconveniences, however, the majority had a good time and the large number who enjoyed their first Wednesday half holiday pronounced the excursion a success. The return trip was made in much better time than the downward run and the tired holiday seekers reached the C.N.R. depot on First street a short time before nine o'clock.

The Buffalo Corals.

At Lamont, the intense heat did not prevent the excursionists from getting a good view of the buffalo, a large number of which were some distance from the station. At first some of the small corals were visible, but during the wet weather this was so badly tramped down that a larger enclosure had to be made and now the corals are visible in a large square mile in extent. A dozen or more are taken down to the smaller corals at the tracks at once and are loaded one by one on the cars.

The work of loading was begun Wednesday morning and was continued by Howard Douglas, assisted by about a dozen men including Canadian cowboys. Two cars were used to transport the corals, each containing about a dozen animals, and the work is being rushed forward without delay. It is expected that the loading will be finished before the end of next week.

In this charge of the loading had considerable difficulty in keeping the crowd back from the top of the loading ganway, upon which the bison were driven to the car. The preserving of the corals was a matter of the Phillips of the R.N.W.M.P. who had his hands full.

Have Immense Strength.

The work of loading was very interesting to the spectators and was evidently conducted according to the most approved fashion by those who know most about the habits of the animals. If the onlookers expected to see the occupants of the corals walk quietly up to most circumstances they were quickly undeceived. They outmanned any mule, bucking and striking with their hind feet such as the animals, and they struck. To the weight of these blows many incidents bore testimony; for instance, to prevent an active young bull from creating trouble a six inch scantling was placed across the gangway behind the animal but snapped like a match beneath the weight of a kick delivered with speed difficult to follow. After many attempts at coaxing it became necessary to rope the horns of the animal and the combined strength of ten men was required to drag her into the car. After many other methods had been tried, this was last resorted to in the case of almost every refractory beast, of which there appeared to be a majority.

Precautions Taken.

The bison is a sullen animal endowed with enormous strength and cunning enough to use it to great advantage. Heavily built in the fore part, light in the hind quarters, agile and weighing often as much as 3,000 pounds, he is altogether an ugly customer. Knowing this those in charge take every precaution in the arrangements. The loading corral is about eight feet high of heavy timber leading to a gangway by which the car is entered.

Dangerous Work.

The men in charge, experts in the handling of buffaloes and inured to danger have already had several narrow escapes while fastening upon the bison in their narrow quarters. The animals are separated in the cars by wooden partitions which are being built by carpenters at hand as fast as required. The animals have been herded enough at Elk park to become familiar with men and they are now handled with much greater ease than when corralled more than two years ago. Once in the car the animals are given hay and water and made to feel as much at home as possible, but the temper of a buffalo is sullen and he makes dry hay in a stock car resemble the more palatable grass in the open air.

The cow as a rule are being more easily handled than the bulls except in an instance or two where they have calved their calves and are very sure enough though the Saskat.

THOUSAND PEOPLE SAW THE BUFFALO

An Immense Excursion of Edmonton Citizens Watched Loading Process. Lamont on Wednesday Afternoon.

Wednesday's excursion to Lamont for a last view of the 350 buffaloes in the corral there previous to their transportation to Wainwright, was, in point of numbers a great success. Eleven cars, packed to more than ordinary capacity, carried upwards of one thousand people from Edmonton. Every available car in the yards was brought into commission and hundreds of people had to stand in the aisles and vestibules for the entire two hours trip. There was considerable dissatisfaction owing to lack of accommodation and the fact that the train was an hour and a half late in leaving on return. For a few days after the excursion at Lamont the vast crowd, all eager to secure the limited number of seats, lined the track in the morning sun waiting for the return of the train which had gone further down the line in order to turn the engine.

When it steamed up towards the depot, one and a half hours behind schedule time for departure there was a mad rush for every available entrance and the crowd poured in like a besieging army. The more alert ones secured seats while the others stood. Mosquitoes in innumerable swarms were one by one on the men, women and children were covered with bites.

Despite these inconveniences, however, the majority had a good time and the large number who enjoyed their first Wednesday half holiday pronounced the excursion a success. The return trip was made in much better time than the downward run and the tired holiday seekers reached the C.N.R. depot on First street a short time before nine o'clock.

The Buffalo Corals.

At Lamont, the intense heat did not prevent the excursionists from getting a good view of the buffalo, a large number of which were some distance from the station. At first some of the small corals were visible, but during the wet weather this was so badly tramped down that a larger enclosure had to be made and now the corals are visible in a large square mile in extent. A dozen or more are taken down to the smaller corals at the tracks at once and are loaded one by one on the cars.

The work of loading was begun Wednesday morning and was continued by Howard Douglas, assisted by about a dozen men including Canadian cowboys. Two cars were used to transport the corals, each containing about a dozen animals, and the work is being rushed forward without delay. It is expected that the loading will be finished before the end of next week.

In this charge of the loading had considerable difficulty in keeping the crowd back from the top of the loading ganway, upon which the bison were driven to the car. The preserving of the corals was a matter of the Phillips of the R.N.W.M.P. who had his hands full.

Have Immense Strength.

The work of loading was very interesting to the spectators and was evidently conducted according to the most approved fashion by those who know most about the habits of the animals. If the onlookers expected to see the occupants of the corals walk quietly up to most circumstances they were quickly undeceived. They outmanned any mule, bucking and striking with their hind feet such as the animals, and they struck. To the weight of these blows many incidents bore testimony; for instance, to prevent an active young bull from creating trouble a six inch scantling was placed across the gangway behind the animal but snapped like a match beneath the weight of a kick delivered with speed difficult to follow. After many attempts at coaxing it became necessary to rope the horns of the animal and the combined strength of ten men was required to drag her into the car. After many other methods had been tried, this was last resorted to in the case of almost every refractory beast, of which there appeared to be a majority.

Precautions Taken.

The bison is a sullen animal endowed with enormous strength and cunning enough to use it to great advantage. Heavily built in the fore part, light in the hind quarters, agile and weighing often as much as 3,000 pounds, he is altogether an ugly customer. Knowing this those in charge take every precaution in the arrangements. The loading corral is about eight feet high of heavy timber leading to a gangway by which the car is entered.

Dangerous Work.

The men in charge, experts in the handling of buffaloes and inured to danger have already had several narrow escapes while fastening upon the bison in their narrow quarters. The animals are separated in the cars by wooden partitions which are being built by carpenters at hand as fast as required. The animals have been herded enough at Elk park to become familiar with men and they are now handled with much greater ease than when corralled more than two years ago. Once in the car the animals are given hay and water and made to feel as much at home as possible, but the temper of a buffalo is sullen and he makes dry hay in a stock car resemble the more palatable grass in the open air.

The cow as a rule are being more easily handled than the bulls except in an instance or two where they have calved their calves and are very sure enough though the Saskat.

LOOKING AFTER SHIPPERS' NEEDS

Expert of Railway Commission Investigating Shipping Facilities For Live Stock.

F. D. Dillinger, travelling expert for the Railway Commission, was in the Twin cities yesterday having come up from Calgary in company with J. Niblock, divisional superintendent of the C.P.R. and H. C. McMillen, C.P.R. live stock agent.

Mr. Dillinger's visit to the West is in accordance with the promise made to western farmers by Judge Maybee, chairman of the railway commission several weeks ago, that the expert transportation representative of the commission would make an inspection of the West and see what shipping facilities were required. Mr. Dillinger is noting any grievances which live stock men may have and will report the state of affairs to the Railway Commission.

Mr. McMillen, live stock agent, for the C.P.R. told a Bulletin representative that the company has entirely underestimated the requirements of stock men for shipping facilities in the province of Alberta. Stock yards which were thought to be large enough to meet the needs for several years have been found too small and better accommodation has to be given. At more than a dozen points along the C.P.R. lines, new stock yards are being built, particularly along the C. & E. line where a great deal of the stock is produced. At Inisfail stock yards of 1,000 head capacity will be built this season.

"The C.P.R. has nothing to gain by curtailing the shipping facilities for Alberta farmers," said Mr. McMillen. "If the accommodation has been all that it should be it is because of the tremendous development which the live stock industry has had in the past few years."

Rogue's Gallery Threatened.

New York, June 9.—There may be a general clean up of New York's Rogue's gallery, and many faces of individuals who have long protested against the appearance of their pictures on the ground that they have never been convicted, may win out through Mayor McClelland's decision in the case of George Duffy, the Brooklyn boy, in whose behalf Supreme Court Justice Gaynor recently gave a writ of habeas corpus.

The mayor has not made known his finding in the Duffy case, but he has decided to order the removal of the boy's picture. Such action would establish a precedent for other cases. The Duffy boy's father, accompanied by counsel, called on the mayor today. The hearing may be concluded tomorrow. Mr. McClelland declined to say whether more witnesses were to be examined.

'Phone System Bought.

Moose Jaw, June 9.—Hon. J. A. Calder, minister of education, and railways, is in the city today and has affirmed the purchase of the Saskatchewan Telephone Company's system by the government, for something near \$150,000. Complete details are not arranged, but the government will take over the system July 1. This gives the government control of all important exchanges in the province outside of Saskatoon. The Saskatchewan Telephone Company's system comprises 260 miles of long distance wire, with Moose Jaw, Rouleau and Estevan exchanges, and 30 toll offices. The minister stated that the matter of improvements and extensions had not yet been considered, but that improvements will have to be made, particularly in the local exchanges.

Tenement Destroyed.

New York, N.Y., June 8.—Terrible explosions followed one another in rapid succession rocked tenements so violently that nine hundred tenants flew in terror to the streets, while flames appeared at every window of the three upper floors resulting in the complete destruction of the Malt Distillers company, of Brooklyn. Loss, two hundred thousand.

LUMBER

AT WHOLESALE PRICES

Direct from Mill to Consumer

To Those Interested in Building!

We are now ready to fill orders for Lumber, Shingles, Doors, etc., in Carload Lots

Direct to Farmers, Contractors, Etc.

at absolutely Wholesale Prices, THUS CUTTING OUT THE RETAILER'S PROFITS ALL TOGETHER.

Car lots may be mixed to suit your wants, and may include Shingles, Doors, Windows, Sash, or anything made in a Saw or Planing Mill.

Write for Prices and Full Particulars to—

MARRIOTT & COMPANY

Lumber Manufacturers Vancouver, B.C.

was an unfair one. Mr. Balfour himself, however, would not doubt that the United States column long in the which would have had good cause to claim the United States. Mr. Asquith was spoken of by her as a remark might be made. But age has come in, at least, the United States can count on blows, and thus block of time by a trilling the accord in the world as of rule. Denmark a debate upon her till builds fortifications. These are men of nations, and are in other countries, wherever, Satan find all for idle hands to be agreed that fight her neighbors, on their good will, peasant lives in Denmark in constant fear with the big fleet having their homes Canada live beside as big and have fortifications on our that we sleep o' nights against ancestors, who at the bugle at any five to go over to We have to trust the United States can count on blows, and thus block of time by a trilling the accord in the world as of rule. Denmark a debate upon her till builds fortifications. These are men of nations, and are in other countries, wherever, Satan find all for idle hands to be agreed that fight her neighbors, on their good will, peasant lives in Denmark in constant fear with the big fleet having their homes Canada live beside as big and have fortifications on our that we sleep o' nights against ancestors, who at the bugle at any five to go over to We have to trust the United States can count on blows, and thus block of time by a trilling the accord in the world as of rule. Denmark a debate upon her till builds fortifications. These are men of nations, and are in other countries, wherever, Satan find all for idle hands to be agreed that fight her neighbors, on their good will, peasant lives in Denmark in constant fear with the big fleet having their homes Canada live beside as big and have fortifications on our that we sleep o' nights against ancestors, who at the bugle at any five to go over to We have to trust the United States can count on blows, and thus block of time by a trilling the accord in the world as of rule. Denmark a debate upon her till builds fortifications. These are men of nations, and are in other countries, wherever, Satan find all for idle hands to be agreed that fight her neighbors, on their good will, peasant lives in Denmark in constant fear with the big fleet having their homes Canada live beside as big and have fortifications on our that we sleep o' nights against ancestors, who at the bugle at any five to go over to We have to trust the United States can count on blows, and thus block of time by a trilling the accord in the world as of rule. Denmark a debate upon her till builds fortifications. These are men of nations, and are in other countries, wherever, Satan find all for idle hands to be agreed that fight her neighbors, on their