

It!

sion.

gh,  
rs.  
r Bones  
mption.fal from the  
the river con-  
conclusion  
report.  
view of deter-  
information  
the river  
the province of  
report was  
previously  
of council  
of the  
marine and  
the 23rd of  
a commission  
Higgin, M.  
Armstrong,  
minister, B.C.  
superintendent  
to inquire  
fisheries and  
province of  
the headquar-  
department,  
accompanied  
the commis-  
are pretty fully  
the report or  
as well as the  
the report read-  
The ex-  
1000 pages of  
LABTOWN.FRANCE.  
considerable Im-  
an visit.  
newspapers  
sympathy for  
the death of  
seem great-  
Zar's message  
for courtesan  
sailors  
also greatly  
this and other  
be said that  
ed more confi-  
ly of the French  
of their army  
for the past 20  
says: "The vis-  
ence has had a  
on the French  
whether this  
long expected  
is now herself  
sensitive, chiv-  
ess, proud of  
strong in her  
quick to resent  
fancied. France  
peace of Europe  
down to bottom  
ent enthusiasm  
people towards  
ears but one  
at the French  
as they Russia  
and not satis-  
ing enthusiasm  
at Paris was  
the "Berlin"  
ranean to the  
on the Atlantic  
ent wild yester-  
sue" were in  
e la Revanche,"  
is warning,  
is the spirit of  
enthusiastic mil-  
hem on to battle  
ists to peace and  
rance was the  
to the brother-  
to exist between  
to arms. Those  
war, not tons of  
this better than  
d minds of Ger-  
and England."Francis H. Weeks  
New York from  
man was received  
sham by District  
that Policemen  
would sail with  
next for the  
ill Explodes.  
The inhabitants of  
this morning by  
the number mag-  
village eight miles  
The magazine  
and one man was  
It is feared  
magazine weream Lohr  
to fail rapidly, lost a  
serious condition from  
could not eat veg-  
to meat, and even  
to give up house-  
sarsaparilla  
Could keep more food  
be stronger. The took  
pellets, gained 29 lbs.,  
now in perfect health.  
the best after-dinner  
care had been

## ROASTED ALIVE

Appalling Railway Disaster in Michigan This Morning.

TWENTY-FIVE PEOPLE KILLED OR BURNT

Two Swift Express Trains Telescope One Another.

Horrible Fate of Passengers—Shut up as in a Trap and Burned to Cinders—They Were World's Fair Excursionists—Fearful Scenes at the Wreck—It Was Inevitable.

Battle Creek, Mich., Oct. 20.—A railroad wreck occurred on the Grand Trunk near St. Nicholas, half a mile east of here, at three o'clock this morning. A Raymond-Whitcomb special from the World's Fair, escorted with No. 9 express, going west, three cars were burned and it is reported 25 persons were killed or burned to death. Fifty more were injured. The Whitcomb special over-ran its orders.

Detroit, Oct. 20.—Grand Trunk officials in this city have advised that four passengers were killed, twelve injured and two coaches burned. The trains were No. 6 express, coming east, and No. 9 express, going west. Both were crowded with passengers coming from and going to the World's Fair. All those killed and injured are from east of Niagara Falls, about evenly divided between New York state and Pennsylvania.

It now looks as if the accident would turn out worse than a first report. Later particulars say that at least 25 persons lost their lives, and twice that many were badly injured. The engines were driven into each other and totally wrecked. The engineers and firemen jumped when they saw a collision was inevitable and escaped without serious injury. Conductor Burke, of No. 9, the Pacific express, is one of those badly hurt.

When the collision took place the second and third day coaches of the train going west were completely telescoped. It was in these cars that the horrible sacrifice of life took place. The second coach cut through the third coach like a knife, and the roof passed over the heads of the sleeping and ill-fated passengers, completely ending their lives. A fiery furnace. The engine and baggage car of the special were badly wrecked, but the coaches being sleepers and the train moving slowly, escaped injury. Passengers in the four coaches were more or less injured. One of the coaches, No. 1, has been in several accidents before. Twenty-five bodies were taken out this morning by the searchers. They had been burned to a cinder.

The accident took place a mile from the station. Before water could be turned on the cars they were all burned. No one on the Raymond special was injured. The Pacific express was made up of 15 old coaches, and four of them were burned to ashes, catching fire from the flames in the cars. The bodies were burned so badly as to be unrecognizable. Nearly all had their heads, arms and legs burned off. They cannot possibly be identified, at least for some time. As the second car was driven through the third, the third coach, the people in a mass to the north end of the latter car, in the vicinity of the stove, where most of the bodies were afterwards found. The cars immediately took fire and almost in an instant all were in a blaze.

People of the town who were on the scene very quickly. One passenger only escaped through the doorway. The others who escaped smashed out the windows and climbed through. Only about nine are all escaped. All the other occupants of the second coach perished.

A most horrible sight was presented when Mrs. Charles Vandusen, of Fort Plain, N.Y., succeeded in getting half way out of the window. Her legs became fastened, and those who ran to her assistance could not release her. She was burned to death before their eyes with half her body still hanging out of the window. Before death came to release her from her sufferings she gave her name.

Henry Canfield, one of the night clerks in the Chicago & Grand Trunk offices, heard the crash and immediately sent in a fire alarm and then telephoned to the engine house. The firemen responded promptly, but the wreck was over half a mile away from the nearest hydrant, and the difficulty of driving the hose wagon between the car tracks, delayed them until the fire had gained considerable headway. When the line of hose was finally laid it took 1500 feet to reach the burning cars. A line of hose was also laid from Grand Trunk water works, but there was no pressure enough to throw a stream.

Following is a list of those most seriously injured: C. W. Vandusen of Sproat Brook, N.Y., will die; Mrs. H. Bushnell, Brockport, N.Y., cut badly by glass; Mrs. Belle Vandusen, one leg broken; J. H. Archibell, Vansone, ankle smashed; Miss Lizzie Vance, Simco, Ont., badly cut by glass, legs smashed to a pulp. Dead: E. Wirts, identified by hammer-chief; an unknown baby, head buried in clothing with A. Allen & Co., 54 Bay street; Mrs. Vandusen, already mentioned. Twenty-five bodies are unidentified yet. Every bit of the clothing has been burned from the bodies. One of the twenty-five bodies is a woman, head, legs and arms, which were burned off.

The death of Mrs. Vandusen was most pathetic and her agony was terrible, but she retained sense to the last, giving her name and address and telling those who were powerless to aid her what friends to notify of her fate. She was a teacher in the Methodist Sunday school at home and died like a Christian. Her husband, Charles Vandusen, was terribly injured. The engine refused to accept his resignation. Count Taaffe assured Chomsky of his readiness to abandon the bill. The emperor consented to a dissolution of the reichstag for Bohemia in the event of the election policy being rejected. The cabinet crisis is believed to have been averted for the present. Whether the suffrage bill has been abandoned permanently or only temporarily is not known.

The work of removing the injured was not completed until 9 o'clock this morning, when the last body was taken out of the wreck. Sufficient witnesses were not to be had. A temporary morgue was made of freight cars, in which the disfigured bodies were placed under the charge of the local undertakers. So horribly burned are the bodies lying in this

morgue that it is hardly possible their names will ever be known. At 9 o'clock 26 dead had been taken out of the ruins of the wrecked cars, and this is supposed to be the total number of victims. As fast as the charred satchels, books, watches, etc., were taken from the debris they were handed over to the police, and it is hoped that some of those relics will give a clue to the identity of some of the victims. One book contained nearly \$500. All the physicians in the city were soon on the scene. The injured were taken to the Target house, railroad offices, dwelling-houses, and other places near at hand. The railroad men and the police had all they could do to keep the curious people at the scene back, but the crowd was an orderly one. No act of vandalism has yet been reported. It is now said several of the injured have died. The death list now reaches 30. It is said 25 are seriously hurt.

Battle Creek, Oct. 20, 3 p.m.—The following is the correct list of dead identified by the cards of persons known, who have been on the train and who are missing: Mrs. C. W. Vandusen, Fort Plain, N.Y.; C. W. Vandusen, Fort Plain, N.Y., died at the hospital; E. Wirts, Jas. G. Worthman, New York; Mrs. F. B. McKenzie, Stratford, Ont.; H. Opperman, New York; Will Thompson, Woodstock, Ont.; Harry Archibell, New York; Guion Roberts, 79 Nassau street, New York; Miss Warren, Garland, N.Y.; J. P. Archibell, New York. In the pockets of one of the bodies was found a letter addressed "Jas. G. Worthman, Eighty-eight street, New York." In the pocketbook of a woman unidentified was found a calling card with the name of Mrs. R. McKenzie, Stratford, Ont. Another card was found in a vest pocket with the name H. Opperman, 849 Broadway, New York. J. W. Goddard was found in another pocket. One young man says he was traveling with Will Thompson of Woodstock, Ont., and is certain Thompson perished in the flames.

## AN INEXCUSABLE ACCIDENT.

The Michigan Central Severely Condemned for the Jackson Smashing.

Chicago, Oct. 20.—The passenger traffic between the west and the east over the Michigan Central road has received a serious blow as a result of the recent fatal accident at Jackson, Mich. The Lake Shore and other east-bound roads were overwhelmed with traffic during last week, while reports from the east say that passengers from points converging at Buffalo are willing to go to extra expense and to avail themselves of slow trains rather than to risk life and limb on the Michigan Central.

In railroad as well as in travelling circles the disaster is commented upon as one of the most inexcusable in the recent history of railroad management. A train lying at the station at the town the size of Jackson, that the passengers might take breakfast, should be run into by a second section, the crew of which was supposed to have been forewarned and consequently aware of the existing conditions, is commented upon by railroad people as extraordinary.

Of all the railroad accidents of the World's Fair year the one in question is regarded among railroad men as most worthy of blame, and as this sentiment extends to the general public it is little wonder that the through traffic of the road has dropped off. Old railroad men say it will take years to restore confidence in this highway of transportation, while the stockholders find little consolation in the fact that the immediate cost to them will amount to half a million dollars.

## While the Passengers Slept.

Dallas, Tex., Oct. 20.—James T. Dargana, vice-president of the Security Mortgage & Trust company of Dallas, was robbed of a satchel containing \$15,000 in negotiable notes and bonds on a Texas & Pacific train between Dallas and Longview junction early yesterday morning. The satchel was stolen from his berth in the Pullman car while he slept. Other passengers were also robbed. One lost his trousers, another a valise. Two commercial travellers lost their shoes, and a preacher is reported to have lost an overcoat and a bundle of sermons. A Judge, superintendent of the Pullman service in Texas, came over from Fort Worth last night and consulted with Mr. Dargana.

## American Railway Slaughter.

Kankakee, Ill., Oct. 20.—Seven persons were killed and ten injured in a crash that occurred on the Illinois Central road at 11:30 last night at Oro, a few miles from this town. The accident was caused by a head-on collision between fast mail train No. 2, which was due in Chicago at midnight last night, and a freight train.

## Slaughtering the Maraboles.

Cape Town, Oct. 20.—The volunteer military column sent out from Fort Victoria to operate against King Lobenzulu's Marabole warriors met with success on October 16th near Induna Mountain and defeated the natives. The Fort Salisbury column fought and defeated a separate body of Maraboles near the scene of the first engagement mentioned. The two columns then advanced to Solwayo, King Lobenzulu's kraal. Captain Campbell was shot in the leg and it was necessary to amputate the limb. This was the only casualty reported. It is estimated the Fort Victoria column killed one hundred Maraboles. The Fort Charter column is also said to have fought successfully.

## Austrian Cabinet Crisis.

Vienna, Oct. 19.—A ministerial crisis seems to be inevitable. All the parties are irritated over the franchise bill introduced on the 10th in the lower house of the reichstag by Count Taaffe, minister of the interior. Count Taaffe and Count Kalnoky were with the emperor several hours this evening. President Chomsky, of the Reichstag, also met with Franz Joseph and presented his resignation. His reason for wishing to leave is that the German Liberals have been placed, and have placed him, in an exceedingly difficult position since the introduction of the election reform bill. The emperor refused to accept his resignation. Count Taaffe assured Chomsky of his readiness to abandon the bill. The emperor consented to a dissolution of the reichstag for Bohemia in the event of the election policy being rejected. The cabinet crisis is believed to have been averted for the present. Whether the suffrage bill has been abandoned permanently or only temporarily is not known.

The work of removing the injured was not completed until 9 o'clock this morning, when the last body was taken out of the wreck. Sufficient witnesses were not to be had. A temporary morgue was made of freight cars, in which the disfigured bodies were placed under the charge of the local undertakers. So horribly burned are the bodies lying in this

## SEÑOR RUY BARBOSA

Peixoto's emissaries Attempt to Capture Him.

THE BRITISH ADMIRAL INTERFERES

Government Tries to Conceal Facts About Revolution.

Alleged Clandestine Issue of Bonds to Meet Expenses of War—Peru Takes Active Measures on Financial Matters—She Makes Good the Monetary Standard.

Costa Rica, Oct. 20.—A decision was reached yesterday in the case of Francis S. Weekes, whose extradition the United States authorities have sought to bring about. The decision will not be made public until President Rodriguez has received from his illness. It is known only to the president and Minister Baker, who left last night for Nicaragua to attend to some important business. Through the personal efforts of Mr. Baker the Nicaraguan congress will have incorporated in the next constitutional articles granting freedom of worship and removing any restrictions respecting the press.

Buenos Ayres, Oct. 20.—Eighteen passengers who have just arrived from Rio de Janeiro say the reports of the sinking of the Brazilian steamer Rio Santa Cruz are unfounded. When they left the war vessel had crossed the bar and was anchored in the bay. First reports said both vessels were severely damaged, and later it was said the Uruguay had been sunk and the Palles repulsed. The passengers say such reports as this have been sent out unofficially and are therefore untrustworthy. The utmost care is being taken by the government to prevent the truth from becoming known.

The Brazilian minister here is trying to negotiate the purchase of two ironclads from the Argentine government, but is not likely to succeed. Agents of the revolutionists have asked the Argentine government to recognize the independence of the Brazilian states of Rio Grande do Sul and Santa Catarina.

Senor Ruy Barbosa, a prominent leader among the insurgents, has arrived here. He had a narrow escape from capture at Rio de Janeiro. Government troops in search of him boarded the steamer he was on, but the British admiral sent a force to protect him and refused to deliver him up.

It is said the Peixoto government has made a clandestine issue of \$75,000,000 in bonds to raise money for war expenses.

Lima, Peru, Oct. 20.—The house of deputies has taken hold of the financial situation. The minister of finance called a secret session of the deputies and explained the financial difficulties of the country. The senate appointed a special committee to investigate and recommend an immediate remedy. One result of the agitation was the passage by the house of deputies of the first clause of a bill re-establishing gold as the currency of the country and prohibiting the importation of silver coin. The country has been flooded with Spanish and Mexican silver, and this action is expected to put a stop to its circulation.

## FORCED TO GET OUT.

The Windy City's Law Courts Unit for Use.

Chicago, Oct. 20.—For the first time in the history of this and probably of any other country a government building has been vacated by the members of the judiciary holding court within it on the ground that the structure is unsafe, and that those identified with the federal courts are in daily jeopardy so long as they continue to transact business under the roof of the structure.

A week ago United States Judges Wood, formerly of Indianapolis, and Jenkins, formerly of Milwaukee, satisfied the building committee that their lives, together with those of the attorneys, counsel and general public were in daily jeopardy, entered the following order:

The court being satisfied that the rooms in the federal building in Chicago provided for the use of the court are not proper rooms, the building having been declared by the official inspector to be unsafe, and being believed by the court to be unsafe and dangerous to the members of the courts is directed to communicate this order to the attorney-general of the United States, and to ask his approval for the leasing of such rooms in Chicago as may be necessary for the use of the court. It is further ordered that upon the conclusion of the argument of cases assigned for hearing on the 20th of October the court will adjourn to meet in the city of Milwaukee on the second day of November, and resume the calling of the calendar.

In the act of March 3, 1891, creating the court of appeals it is provided that in case proper rooms cannot be secured in Chicago, the United States marshal, with the approval of the attorney-general of the United States, may lease such room elsewhere as may be necessary for the court. The inconvenience that the enforced removal will create will be serious, as felt by Chicago lawyers and litigants, but it is not thought that the adjourned session in Milwaukee will be lengthy, as there are only a dozen cases or so in the calendar. Next month, however, a new calendar will be prepared.

## Champion of Woman's Rights.

Boston, Oct. 19.—Lucy Stone, who died at 10 o'clock last night, was born August 13, 1818, on a farm near West Brookfield, Mass. Her grandfather was a colonel in the revolution, and led 400 men in Shay's rebellion. He fathered a prosperous farmer. When Lucy was born her mother exclaimed, "Oh dear, I am sorry it is a girl; a woman's life is so hard!" The little girl early became indignant at the way she saw women treated in their homes and the laws, and made up her childish mind that the laws must be changed. In determining to obtain a collegiate education she was largely influenced by her desire to learn to read the Bible in the original, and satisfy herself of the texts that were quoted against the equal rights of women were correctly translated. She found that they were. Her early struggles for an education were heroic, and she finally succeeded in entering and go-

ing through Oberlin, the only college that at that time admitted women, earning her way by teaching all the time. She graduated in 1847, and gave her first women's rights lecture the same year at Gardner, Mass. She became lecturer for the Massachusetts Anti-Slavery Society in 1848, travelling extensively in New England, the west and Canada, and speaking also on women's rights. At first opposition to her was so bitter and she was so poor that she was obliged to put up the posters for her own meetings. But her quiet, unassuming manners, her winning presence and sweet voice generally won the hearts of the thousands who came to hear her from mere curiosity. All her meetings were free at first, but she finally became so poor that she tried the experiment of an entrance fee, which was a success.

## RUSSIAN ENTERTAINMENT.

Extraordinary Honors Paid the Guests of the Great French Republic.

Paris, Oct. 19.—The fetes in honor of the visiting Russians were continued today. A banquet was tendered them at the foreign ministry, which was attended by men high in military and naval affairs, and there was a slight sprinkling of diplomats. Minister Derville toasted the Czar briefly, but effusively. Baron von Mohrenheim responded as briefly. The reception which followed the banquet was attended by thousands. Immediately after, Admiral Avelan and his staff called on Richard, Archbishop of Paris. From the cardinal's house they went to No. 11, Rue de Marignan, the home of Marshal Canrobert. They passed slowly through the crowded streets, deafening cheers announcing the passing carriages. The Russians were entertained to a repast by the principal authorities of the town last night. President Carnot presided, and among the 540 guests were all the members of the military household.

The table of honor had the form of a horseshoe. President Carnot sat in the place of honor. At his right were Premier Dupuy and Baron von Mohrenheim; at his left the prefect of the Seine and Admiral Avelan. The long curved lines of ministers, deputies and Russian officers stretched away on either side from the places of Messrs. von Mohrenheim and Avelan. The middle table was reserved for Frenchmen of letters and art; Zola, the novelist; Goncourt, the historian and essayist, and Massenet, the composer, were among the seated men gathered around it. The usual toasts were given and answered with much cordiality.

The diners watched from the windows a most brilliant procession of choral troops, accompanied by bands and troops, march across the Place de l'Hotel de Ville, and large gilded ships, filled with orchestras and children's choruses were pushed into the open space before the town hall. The Venetian masts were illuminated with thousands of electric lights. The vast square was ablaze with a hundred colors. The procession passed under the changing lights, by the town hall, along the Avenue Victor, the Boulevard de Sebastopol, the whole length of the boulevard to the Place de la Madeleine, from which the line of march was down Rue Royale to the Place de la Concorde, where the torchbearers of Jupiter, while running 30 miles an hour, the train plunged into a pile of ties and timbers which had been wedged between the rails. The locomotive went through safely, the cars remained on the track and no one was injured. The timber was wedged in the machinery of the engine that they had to be sawn out. Some of the passengers, who learned of the cause of the stoppage, hid their watches and the procession passed on. The speakers expected to throw off the Wells-Fargo special express train, which usually follows No. 8, and steal the \$5,000,000 in gold which was shipped from San Francisco to New York a few days ago.

Battle Creek, Mich., Oct. 21.—When informed late last night that Conductor Scott would not bar him out of his statements, Engineer Woolley said: "It does not make any difference to me what Scott says. I have nothing to add to my statement. There was one other who heard what he told me, and that was the fireman on my engine, and under the circumstances I would not be so foolish as to make any misstatements. There can be no doubt that the conductor told me No. 9 had passed. When I got on my seat I said, 'Are you sure No. 9 has passed?' He said 'Yes.' My fireman heard him. I asked him about the board and he replied, 'All right; go ahead.'"

Conductor Scott says he will stand on his statement before the people and the board of justice. He says he had no intention of trying to avoid arrest, and as soon as he learned he was wanted he came back. "It was but natural I took my train to the end of my trip when I could do no more here," he said in explanation of his going to Fort Huon. Turner, fireman on Woolley's engine, absolutely refuses to talk. He says all he has to say in reference to the wreck he will say at the inquest. A visit to the injured this morning found all the parties doing well. Thos. J. Munroe and W. A. Ryerse have left for their homes. It is not likely any others will be permitted to leave before Monday.

## Katalan's Guardian Departs.

San Francisco, Oct. 20.—Thoroughly disatisfied with the outcome of his mission, T. H. Davis, of the Sandwich Islands, who accompanied the Princess Kaiulani to the country last spring, to protest against the annexation of the Islands to the United States, sailed for Honolulu last night. Just before the departure of the steamer he said that, according to his latest advice, their had been no change in the situation on the

Islands. The committee of 17 appointed at the revolutionary meeting in January was still in full authority, controlling all the offices and doing all the legislation for Hawaii. There was no other solution of the problem, save an appeal to the people and a popular vote, a step very desirable particularly in view of the fact that no appeal had been made to the people, and no election held since the revolution. Mr. Davis commented rather bitterly upon the fact that the provisional government had contributed nothing towards the support of the queen or the princess since the beginning of the year, and said that but for their private incomes they would have been penniless.

## CAME HOME TO DIE

Mrs. Lavalie, Montreal, Walks Across the Continent

TO REACH HER HOME AND FRIENDS

And Now Lies Dying of Exhaustion in the Hospital.

She Endured Terrible Hardships—Hunger and She Were Often Closely Acquainted—How She Managed to Exist—Probably the Only Woman Who Ever Accomplished Such a Feat.

Montreal, Oct. 21.—After a walk of 3,500 miles from San Francisco, Mrs. Leda Lavalie lies in Notre Dame hospital dying from the hardships suffered during her tramp. She reached here last night, having been seven months on the road, and was picked up on the wharf this morning, unconscious. She was worn to a shadow and so weak she could not raise herself. Mrs. Lavalie sold a reporter that 12 years ago she emigrated from Montreal to San Francisco with her husband. They had three children and managed to eke out a bare living. A year ago her husband died, and she was left with three children and no money. She determined to return to Montreal, where she was born, if only to die there. With a horse and buggy she started out, depending on the charity of people she met for food. After travelling 700 miles her horse became useless and she had to sell it for \$20. She then started out on foot, tramping from town to town. She suffered greatly from hunger and weakness. Sometimes for a day she would be without food. Her boots were worn out and she had to tie strips of her dress around her feet, but still she tramped on. Once in a while a friendly Canadian gave her a life and several times train hands permitted her to ride on freight trains. Some little trinkets she had were sold to buy food, but generally she begged from door to door. Often she slept by the roadside when night came, and there was no farm house. Mrs. Lavalie is probably the only woman who ever crossed the continent on foot under such circumstances.

## THE DAILY SLAUGHTER.

This Day's Record of Railway Massacres in the United States.

Savannah, Ga., Oct. 21.—A freight train on the Georgia Central railway crashed into the passenger train from Charleston, on the Charleston & Savannah railroad, four miles from this city yesterday. Two passenger coaches were badly damaged and five passengers cut and lamed, but none fatally. Middleton, N.Y., Oct. 21.—Erie express No. 8, the through Chicago train, which leaves this city bound for the east at 7:14 a. m., had a narrow escape from train wrecking last night. About two miles west of Buffalo, while running 30 miles an hour, the train plunged into a pile of ties and timbers which had been wedged between the rails. The locomotive went through safely, the cars remained on the track and no one was injured. The timber was wedged in the machinery of the engine that they had to be sawn out. Some of the passengers, who learned of the cause of the stoppage, hid their watches and the procession passed on. The speakers expected to throw off the Wells-Fargo special express train, which usually follows No. 8, and steal the \$5,000,000 in gold which was shipped from San Francisco to New York a few days ago.

Battle Creek, Mich., Oct. 21.—When informed late last night that Conductor Scott would not bar him out of his statements, Engineer Woolley said: "It does not make any difference to me what Scott says. I have nothing to add to my statement. There was one other who heard what he told me, and that was the fireman on my engine, and under the circumstances I would not be so foolish as to make any misstatements. There can be no doubt that the conductor told me No. 9 had passed. When I got on my seat I said, 'Are you sure No. 9 has passed?' He said 'Yes.' My fireman heard him. I asked him about the board and he replied, 'All right; go ahead.'"

Conductor Scott says he will stand on his statement before the people and the board of justice. He says he had no intention of trying to avoid arrest, and as soon as he learned he was wanted he came back. "It was but natural I took my train to the end of my trip when I could do no more here," he said in explanation of his going to Fort Huon. Turner, fireman on Woolley's engine, absolutely refuses to talk. He says all he has to say in reference to the wreck he will say at the inquest. A visit to the injured this morning found all the parties doing well. Thos. J. Munroe and W. A. Ryerse have left for their homes. It is not likely any others will be permitted to leave before Monday.

## Katalan's Guardian Departs.

San Francisco, Oct. 20.—Thoroughly disatisfied with the outcome of his mission, T. H. Davis, of the Sandwich Islands, who accompanied the Princess Kaiulani to the country last spring, to protest against the annexation of the Islands to the United States, sailed for Honolulu last night. Just before the departure of the steamer he said that, according to his latest advice, their had been no change in the situation on the

## Gladstone's Doctor Ill.

London, Oct. 20.—Sir Andrew Clarke, the celebrated physician, was stricken with paralysis yesterday, but has since partially recovered. His friends are anxious regarding him.

The great value of Hood's Sarsaparilla as a remedy for catarrh is vouched for by thousands of people whom it has cured.

## CAME HOME TO DIE

Mrs. Lavalie, Montreal, Walks Across the Continent

TO REACH HER HOME AND FRIENDS

And Now Lies Dying of Exhaustion in the Hospital.

She Endured Terrible Hardships—Hunger and She Were Often Closely Acquainted—How She Managed to Exist—Probably the Only Woman Who Ever Accomplished Such a Feat.

Montreal, Oct. 21.—After a walk of 3,500 miles from San Francisco, Mrs. Leda Lavalie lies in Notre Dame hospital dying from the hardships suffered during her tramp. She reached here last night, having been seven months on the road, and was picked up on the wharf this morning, unconscious. She was worn to a shadow and so weak she could not raise herself. Mrs. Lavalie sold a reporter that 12 years ago she emigrated from Montreal to San Francisco with her husband. They had three children and managed to eke out a bare living. A year ago her husband died, and she was left with three children and no money. She determined to return to Montreal, where she was born, if only to die there. With a horse and buggy she started out, depending on the charity of people she met for food. After travelling 700 miles her horse became useless and she had to sell it for \$20. She then started out on foot, tramping from town to town. She suffered greatly from hunger and weakness. Sometimes for a day she would be without food. Her boots were worn out and she had to tie strips of her dress around her feet, but still she tramped on. Once in a while a friendly Canadian gave her a life and several times train hands permitted her to ride on freight trains. Some little trinkets she had were sold to buy food, but generally she begged from door to door. Often she slept by the roadside when night came, and there was no farm house. Mrs. Lavalie is probably the only woman who ever crossed the continent on foot under such circumstances.

## THE DAILY SLAUGHTER.

This Day's Record of Railway Massacres in the United States.

Savannah, Ga., Oct. 21.—A freight train on the Georgia Central railway crashed into the passenger train from Charleston, on the Charleston & Savannah railroad, four miles from this city yesterday. Two passenger coaches were badly damaged and five passengers cut and lamed, but none fatally. Middleton, N.Y., Oct. 21.—Erie express No. 8, the through Chicago train, which leaves this city bound for the east at 7:14 a. m., had a narrow escape from train wrecking last night. About two miles west of Buffalo, while running 30 miles an hour, the train plunged into a pile of ties and timbers which had been wedged between the rails. The locomotive went through safely, the cars remained on the track and no one was injured. The timber was wedged in the machinery of the engine that they had to be sawn out. Some of the passengers, who learned of the cause of the stoppage, hid their watches and the procession passed on. The speakers expected to throw off the Wells-Fargo special express train, which usually follows No. 8, and steal the \$5,000,000 in gold which was shipped from San Francisco to New York a few days ago.

Battle Creek, Mich., Oct. 21.—When informed late last night that Conductor Scott would not bar him out of his statements, Engineer Woolley said: "It does not make any difference to me what Scott says. I have nothing to add to my statement. There was one other who heard what he told me, and that was the fireman on my engine, and under the circumstances I would not be so foolish as to make any misstatements. There can be no doubt that the conductor told me No. 9 had passed. When I got on my seat I said, 'Are you sure No. 9 has passed?' He said 'Yes.' My fireman heard him. I asked him about the board and he replied, 'All right; go ahead.'"

Conductor Scott says he will stand on his statement before the people and the board of justice. He says he had no intention of trying to avoid arrest, and as soon as he learned he was wanted he came back. "It was but natural I took my train to the end of my trip when I could do no more here," he said in explanation of his going to Fort Huon. Turner, fireman on Woolley's engine, absolutely refuses to talk. He says all he has to say in reference to the wreck he will say at the inquest. A visit to the injured this morning found all the parties doing well. Thos. J. Munroe and W. A. Ryerse have left for their homes. It is not likely any others will be permitted to leave before Monday.

## Katalan's Guardian Departs.

San Francisco, Oct. 20.—Thoroughly disatisfied with the outcome of his mission, T. H. Davis, of the Sandwich Islands, who accompanied the Princess Kaiulani to the country last spring, to protest against the annexation of the Islands to the United States, sailed for Honolulu last night. Just before the departure of the steamer he said that, according to his latest advice, their had been no change in the situation on the

## Gladstone's Doctor Ill.

London, Oct. 20.—Sir Andrew Clarke, the celebrated physician, was stricken with paralysis yesterday, but has since partially recovered. His friends are anxious regarding him.

The great value of Hood's Sarsaparilla as a remedy for catarrh is vouched for by thousands of people whom it has cured.

Islands. The committee of 17 appointed at the revolutionary meeting in January was still in full authority, controlling all the offices and doing all the legislation for Hawaii. There was no other solution of the problem, save an appeal to the people and a popular vote, a step very desirable particularly in view of the fact that no appeal had been made to the people, and no election held since the revolution. Mr. Davis commented rather bitterly upon the fact that the provisional government had contributed nothing towards the support of the queen or the princess since the beginning of the year, and said that but for their private incomes they would have been penniless.

## CUSTOMS FRAUDS.

First Collection in the Celebrated Montreal Case.

Ottawa, Oct. 21.—In the case of Boyd, Ryrie & Campbell, paper makers, Montreal, for infraction of the customs laws, a writ of extent was issued by the sheriff for the department for payment of \$7,900, being the amount of duty said to be due the government. This was accepted by the firm and will be paid. This is only the initial stage in the case; the department can prosecute for the value of the goods and impose a penalty besides, which in all would amount to \$30,000.

## MANHATTAN DAY.

Twenty Thousand Sons of Gotham Parade at World's Fair.

Chicago, Oct. 21.—New York paid tribute to Chicago and the glories of the White City to-day. Thousands of the best citizens from Manhattan island came to the fair to pay homage and admiration without stint in formal recognition of Chicago's greatness and achievement, within the boundary of Jackson park, headed by a municipal delegation from the metropolis of the new world, at the head of which was Mayor Gilroy. Finer skies and a more pleasant temperature could not have been wished for. There was not even a chronic Chicago lake wind to remind New Yorkers that the World