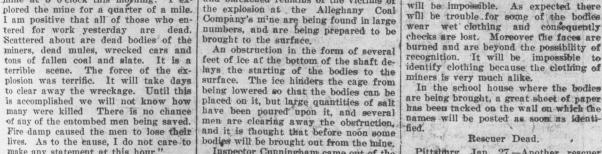


OUR Seidlitz Powders



F. W. Cummingham, mile are from the mine at 5 o'clock this morning: "I ex-plored the mine for a quarter of a mile. I am positive that all of those who en-tored for work yesterday are dead. of Harwick has arrived. The charred and blackened remains of the victims of the explosion at the Alleghany Coal Company's mine are being found in large numbers, and are being prepared to be States Ranchers Settle in burned and are beyond the possibility of

recognition. It will be impossible to identify clothing because the clothing of In the school house where the bodies are being brought, a great sheet of paper has been tacked on the wall on which the

Winnipeg, Jan. 27.-Attorney-Genera;

Campbell at last night's session of the legislature proposed changes in the houor law of Manifoba. The main planks of the government platform are: 1. A good license law properly enforced. 2. The total abolition of all saloon to work. They operated well for about licenses. 3. The abolition of whole-ale licenses in rural municipalities. 4. Witness saw the first boat launched and sale licenses in rural municipalities. 4. Stringent legislation dealing with interdicts. 5. An improvement of the condi- rival of the tug Holyoke. tion of bona fide hotels. 6. Elimination of undesirables as license holders. / There will be no change in hours, Ranchers From States. The local immigration department has ceived word that two firms of United States ranchers have settled in Alberta. and have imported 6,000 Mexican cattle The district where the ranchers have foundered. located their stock is that section of country lying east of Lacombe, and known as the Sullivan Lake district. The important of the orders given by Captain Roberts to the tug to ask the Holyoke to mpoptation of such a large number is sidered strong evidence of the growing pularity of this district as a stock raispopularity of this district as a stock rais-

Alberta.

stop the inflow of water, but without success. When it was apparent that the water was coming in rapidly the circu-lating and other pumps were connected with the bilge and put in operation. the pumps had stopped. They worked until the coal dust and ashes interfered with the suction. The water was then about six inches.

Witness and others remained in the engine room until the water reached a depth of six feet.

To Juror Cullin-The fires went out and Capt. Roberts had always been friendly. He could not say how the about 4 o'clock. Having vacated the engine room an water under the steerage floor entered

effort was made to get the deck numps

In the application for the decision of

deadlight until unable to do so any longer on account of the steady rise of tection provided at the crossings at the the committee as to the nature of prothe water. He notified the captain of the condition of the port some time before the unit of the S. C. Electric Street railway by the Vancouver & Yukon road in the city of Vancouver, Mr. Gemmill, of Gemmill & May, appeared for the city of Vancouver. The decision in all The port, after being broken was under water nine-tenths of the time, His ppinion was that the captain should have | applications were reserved.

known that there was water in the ship by the way she was handled. Witness Nicoll and Drinkwater, for the C. P. R., claimed that the Vancouver & Yukon railway was a foreign concern, while Mr. Woods, for the latter road, said that water under the steerage noor entered unless through the forward bulkhead or some other norts. He had seen the flag R. His company had already expended one million dollars in Canada. Mr. Wood's made a strong argument. The committee reserved its decision on the question of jurisdiction. It was probable may go over to the railway commis-A. Morrison, M. P., could not be present. He was called to Western On-tario to attend the funeral of his motherin-law, Mrs. Livingston.

At the railway committee Messrs, Mc-

Relieve You of That Tired Feeling

Y

IE

TAKE ONE BEFORE BREAKFAST.

CYRUS H. BOWES

CHEMIST. 8 Government St., Near Yates St.

Phones, 425 and 450.

NOTICE.

Take notice that 60 days after date I in end to apply to the Chief Commissioner f Lands and Works for permission to purase the following land situate at Port leming, Coast district, more particularly escribed as follows: Commencing at a ost marked H. P. O'Farrell's N.W. cor , thence east 40 chains, thence south 40 ains, thence west 40 chains, thence north chains along the east boundar; of lot 13, range 4, Coast district, and containng 160 acres more or less.

H. P. O'FARRELL November 19th, 1903.

NOTICK

Notice is hereby given that thirty days om date I intend making application to e Chief Commissioner of Lands and orks for a special license to cut' and rry away timber from the following lands uated on the North Thompson river: encing on the east bank of the river the upper end on Stilwater flats, thence est 80 chains, thence north 80 chains, ence east 80 chains, thence south 80 ains, to post of commencement. nencing on the west bank of the river hort distance from the trail at Dore's dows, thence south 160 chains. thence est 40 chains, thence north 160 chains, ce east 40 chains to post of commenc

H. O. STEVENS.

NOTICE.

Take notice that 60 days after date I innd to apply to the Chief Commissioner of nds and Works for permission to pur-use the following land, situate on the kstell River, Cassiar District, more par-ularly described as follows: Commencing a post marked "Martin Letnes N. E. thence west 30 chains, thence th 40 chains, thence east 30 chains, ce north 40 chains, comprising an islontaining 80 acres more or less called ass Island, situated 8 miles more or less junction of the Eckstell Riv h the Skeena River. ember 20th, 1903.

MARTIN LETNES

lives. As to the cause, I do not care to make any statement at this hour." G. W. Scheets, general manager, is-sued this statement at the same hour: Were 22 bodies at the foot of the shaft. "We need experienced men at once. No At that time 60 bodies had been found matter where they come from or how but were not yet taken to the heading but were not yet taken to the heading.

much they want. The company will pay the bills. Under the wreckage in the mine are the bodies of perhaps a hundred men. They may be dead, but there is a chance of some being allow it. The explosion seems to have been a description of the condition of the bodies chance of some being alive."

found by the searchers." double one, making one long continuous rumble, and the second blast was heard There are 6 mine inspectors and 22 men at work, the inspectors penerolling back under the hill towards the

south end of the mine, which contains by trating into unexplored regions locating bodies while the main body of searchers far the largest part of the workings. The mine is at the head of what is known as Sheep's Run. came afterwards to extricate and carry out the charred and blackened bodies.

as Sheep's Run. It is the opinion of the majority of the officials and miners that the explosion was caused by some foreign miner strik-the stranger, whose presence in the mine is unexplained. While he is supposed to have been a miner who was making a ing a match to light his pipe, which set off the heavy charge of gas that was al-ways present in the mine. Another the-ory for the explosion is that it was caused by the heavy blast in the mine. There are still others who insist that the "Ave been a miner who was making a visit to the shaft, there is a possibility that he was not, and that he may not have been aware of the gaseous mines. He unwittingly may have caused the ex-plosion by lighting a match. This is gaseous substance was set off by a broken safety lamp in the hands of one of the searchers, and is based on the of the miners. It was the opinion of the rescuers that the cause of the explosion never will be heaviest in the direction away from the

known, and they give as their reason that the miner or miners who were probably responsible for the catastrophe were there is still considerable gas. From the condition of the bodies he

At 5.30 o'clock this morning the work of rescue was abandoned to be resumed again after daylight. Selwyn Mellon Taylor, who lost his life yesterday's mine disaster, planned the Harwick mine and acted as consulting engineer in its opening. He was born in

Pittsburg 45 years ago and hal a large ce in mine engineering One Man Taken Out.

Pittsburg, Jan. 26 .- Up to 10 o'clock he school house here. Almost zero weather and a bitter wind duced up to the end of any monthi. this morning no attempt had been made to enter the mine. Lack of experienced ate yesterday swept over the little valley where the mine is located, and early added more dead to the long table of those who perished in the mine. At 3.30 o'clock yesterday afternoon Michael Mc-have been killed by Atchison & Northen to direct the work caused the delay. o bodies have been found since last

In the temporary hospital, which has

cen made of the schools near by through removal of the benches and installa-ie removal of the benches and installathe removal of the benches and installa-tion of cots, is Adolph Gonia, the only uner of those caught in the explosion who has been rescued. He may be totally blind from fils injuries, his face und arms and trunks that resemble any-thing but the remains of human bodies. It is the most gruesome sight I ever wit-ind the upper part of his body is badly urned. Gonia told his rescuers that at the time of the explosion of the shart's will be failed to be fatally unage but a faint concention of the "My God, man," he said to a question, "you have but a faint concention of the

he time of the explosion he was between "you have but a faint conception of the he sixth and seventh headings on the awful force of the explosion. It tore Capt. Gilmore and M. R. Rogers; of Seat

thinks now that the men were killed by

the force of the explosion, and not by after damp as at first suggested.

Pittsburg, Jan. 27.-Another rescuer has met death in the mine, David Lysle, a volunteer miner from Leechburg, Pa., who went down the shaft last night with two companions, was overcome by gas and died before any assistance could be

The Victor Disaster.

Victor, Col., Jan. 27.-All of the bodies of the victims of yesterday's accident at the Stratton Independence mine have been recovered. Only four have been identified. A cage containing sixteen men fell down the shaft and but one man escaped.

FELL INTO BAY.

Port Townsend, Wn., Jan. 27.-Clar-ence Brown, of Astoria, Ore., fell in the bay here at midnight last night and was drowned. He had been drinking heavily all evening. Brown was a nephew of Thos. L. Sullins, who lost his wife and three children in the Clallam disaster.

Mr. Sullins had left him some time be explosion, which they say would be heaviest in the direction away from the point where the gas was lighted. Inspector Cunningham says the air in the mine is getting better every hour, but

Seattle. THE LEAD BONDS

G. O. Buchanan Has Received! Full In structions From Ottawa.

The searchers have not yet reached the north entry, where it is expected most of the bodies will be found. When Kaslo, Jan. 2 .- G. O. Buchanan hasthe bodies are brought to the surface they will be placed in the large sleigh and full instructions for the distribution waiting them and carried away to the of the lead bonus. Claims are to be made norgue, which has been improvised in under the regulations from July 1st; from here. 1903, and may include all amounts pro-

ioin them? uth slope, and managed to get to the men to pieces. It did not leave enough the are registered at the Driard hotel.

porting. Councilmen Resign.

As the result of the reinstatement of the police force of Portage la Prairie, three councilmen, Messrs. Newman, Forsythe and Prout have resigned.

TRAINS IN COLLISION.

board.

Diaz, Ark,, Jan. 27 .- A southbound passenger train on the St. Louis, Iron Mountain & Southern road, and a Batesto the bilge. ville branch train, crashed together near here late last night, killing Dr. Berkeley of Newport, Ark., and injuring three un-known women. The Batesville train him put the wheel hard-a-port. The witness then described the condiwas destroyed by fire, and two cars of the through train were burned. It is possible others may have perished. A

relief train with five physicians has gone terday.

INDIANS DANCING. Serious Uprising Is Feared and There

an hour after leaving Townsend. As he did not catch the captain's reply he went Is Much Uneasiness. in person to the bridge. The sea cocks had not been fitted with automatic

Muskogee, I. T., Jan. 27.-Signs of a hreatened Indian uprising continue to valves. Had the sea cocks been left reported by runners from the vicinity open the ship would not have floated as of Peckman's Gap, in the southern part of Cherokee Nation, and much uneasi-ness is fe't: The Keetowahs are flock-

ing in large numbers to the mountains and it is reported they are holding dances nightly: It is feared the Snakes, who are displaying great restlessness, will repairs. There was another deadlight said that had there been a hundred board, his head striking the cement bottom damaged in the steerage forward. By be-

some other ports. He had seen the flag up as a signal, but it was so dirty and frayed that he could not tell from the swamped. Bailing was shortly after commenced, and continued until the ardeck whether it was upside down or not. From this he presumed that a passing steamer could not make it out. Each of

the crew had been assigned to positions When the tug came up Capt. Roberts "Tow me to Victoria" The latter re-plied, "It is impossible. I will tow you to Port Townsend." Capt, Boberts.made in the small boats. He was the officer in charge of boat No. 3 on the starboard side. He was not notified that she was being launched. Had he known that she

To the coroner-Witness did not think the vessel could reach Townsend. After was being lowered he did not think that he would have gone with the boat bycause the sea was too heavy. The first officer was in charge of No. 1 boat, the being in tow for four hours the ship purser of No. 5 boat, and the second engineer No. 6. None of the officers as-Witness told of the Sea Lion coming signed to the charge of small boats went with them. Two deck hands, three firemen, one oiler and the messboy went stop towing. As soon as the Holyoke with the boats.

Nothing was done to rescue those wilkinson & McCord are the firms imstruggling in the water. The small boats

the Clallam went down. In order to get at the deck pumps some To the coroner-Witness was of the opinion that all the water entered about twenty minutes. The forward through the broken deadlight. After he pump operated for about half an hour before becoming blocked. The Holyoke To the coroner-Witness was of the cargo had to be removed. This took through the broken deadlight. After ne had been picked up by Capt. Hall, of the Holyoke, the latter said, "Why didn't the Holyoke, the latter said, "Why didn't to allow the transference of passengers to allow the transference of passengers. The had known the vessel was foundering he only reason witness could think of that would have endeavored to save those on this was not done was because of Capt. The Clallam had all the necessary pumps and other paraphernalia. There

were three pumps that could be attached To Juror Fletcher—Capt. Roberts when asked to put the ship to the wind replied that he would attempt to do so. Witness thought he did, because he saw Capt. Roberts he was of the opinion that he would not stand any dictating. It was about an hour after he had noti-fied the captain that the deadlight was broken that he came down to see what

was the matter. Juror Marcon asked whether the in-spector of boilers made a thorough in-Sickness Feared in the Flood Swept Distion of the rudder in a manner similar to his description to the Times reporter, which was published in this paper yesspection.

Witness answered in the affirmative, qualifying his statement by the **remark**: "That it was as thorough an inspection as was usually made by the American He had whistled through the speaking tube to Capt. Roberts three times, tell-ing him of the broken deadlight, about officials."

The reversing of the engines might have brought the ship about when it was found impossible to do so with the rudder. No orders were given him to do this. The third boat, which was in his charge, should have been manned by the quartermaster, firemen, oilers and wit- sume a position in the Canadian Bank of ness. The small boats were properly

equipped. During the inquiry the witness made a sensational statement to Mr. Lugrin. He had been drained he dived from the spring

COLLIDED IN FOG.

Tram Cars Wrecked, and Many of Injured Passengers Will Probably Die From Injuries.

St. Louis, Jan. 27 .- More than twenty persons were injured, some of them fatally, when two cars on the Broadway

The accident occurred in a dense for while the front car was stationary, owing to a quarrel between the conductor and passenger over a fare. Motorman Juergins stuck to his post. None of the one hundred passengers on the two cars knew that an accident was impending until the crash came. The second car crushed its way to the middle of the first car. The dozen passengers on the rear platform of the front car were jammed together under the rear car. Half the rear car was crushed and the passengers Roberts's desire to save the ship. He had no particular reason for believing Capt. Roberts would have resented a re-of broken class foll upon them. Inside were thrown about on the floor and under wrecked seats, while showers inside were thrown about on the floor quest from him to be put aboard the tug the motorman, was cut and crushed, and Holyoke. From what witness knew of his back was broken. He will die.

A panic ensued on both cars. Passen gers began a fight to escape, and children and women were trampled on.

SUFFERINGS OF HOMELESS.

tricts of West Virginia,

Wheeling, W. Va., Jan. 27 .- The flood stage has passed and the Ohio is again within its banks and falling rapidly. There is still much suffering among the omeless and sickness is feared.

PROBABLY FATALLY HURT.

Portland, Ore., Jan. 27.-P. B. Boultbe. merce, has been probably fatally injured at the Multnomah Club.