

ASTORIA
Infants and Children.
Kind You Have
Always Bought
...
ASTORIA

PROPERTY FROM
S INCREASING
\$8,000,000 - Heartrending
- Dead, 3,000 Homeless at

ned, Mr. Werneth and Williams
the family in a small boat and
ped to reach a nearby grove.
The boat filled with water and
The elder Miss Werneth, who
was a accomplished swimmer, and
Williams reached a tree, which
limbed. The other persons in the
er drowned before their eyes.

Werneth made a desperate at-
tempt to reach the tree in which her
son and young Williams had
taken refuge and was within a few
feet of a huge wave engulfed her.
Werneth, bearing "his" younger
son in his arms, reached the tree
and was about to climb it when it
slipped from his grasp. She
drowned. Werneth attempted to
reach a wave overwhelmed
He was drowned at the foot of
the tree in which Williams and his
refuge had taken refuge. The young
man endeavored to leap from the
tree but was restrained by a
wave which remained in the tree until the
subsided.

IBLE LOSS AT PENSACOLA
PENSACOLA, Fla., Sept. 29.—The
life and the damage resulting
from a hurricane which struck this
Saturday morning is terrible. The
dead has grown to 28, and it is
thought that many more have been
killed. Injured, while 3,000 are
being worked to bring condi-
tions to a normal degree of order, but they
have not been successful to still
path wreckage.
en miles east and west streets
own with the wrecks of homes
sels of all kinds. Commenting
McRae, on a point overlooking
if and continuing to Escambia
there is nothing but devastat-
McRae five lives were lost.

VERSEAS MAIL ON TIME
NIPPEG, Man., Sept. 30.—The C.
"over seas mail" passed
Winnipeg this morning about
and a despatch from the Elkhorn-
two hundred miles the running sche-
still being maintained.

MR. FOSTER AGAIN UNDER SHEPLEY'S INQUISITION

More Peculiar Details of the Western Lands Transaction Revealed.

8,640 Acres of Worthless Lands Sold to Trust Company at Same Price as Best Land - Foster Sees No Conflict Between His Position as Director and Investor.

(Special to the Sun.)

TORONTO, Oct. 4.—At the insurance investigation today the examination of Hon. Geo. E. Foster was continued. He explained the subsequent sale to the Great West Land Company of 8,640 acres, in addition to the 200,000 acres which had already been purchased. The land company had field notes of the government survey as a basis upon which to value the land. The offer was made by Pope and Fowler to "us," said Foster, and if the intermediate transactions had been fully carried out, the transfers would have gone through Wilson, McGillivray and himself. The offer was taken over by the Great West Land Company at \$5 per acre. Pope and Fowler got an option for the lands from the C. P. R. The original option defined a large area out of which the land might be selected, but when the actual transfer to the Great West Land Company was made, the land actually taken was specifically described. Foster did not know that the 8,640 acres were comprised within a tract originally travelled over in the work of selection. Although the witness was managing director of the purchasing company, he took no steps to find out whether the lands had been rejected at the first examination.

In the purchase of these lands, he said, Foster, Wilson and McGillivray were acting exactly as they were acting in the previous transactions. They were purchasing from Pope and Fowler and handing it over to company at \$5 per acre advance in stock, absolutely on the same lines as before. Shepley read from the minutes of the Great West Land Co. of July 8, 1903, to show that when the purchase of 8,640 acres was recommended, no mention was made of the fact that the syndicate of Wilson, McGillivray and Foster were interested in the transactions personally.

Foster replied that the report represented the transaction as it was so far as it concerned the Great West Land Co. "Did you think it was necessary or desirable that report which recommended the purchase of these 8,640 acres of land should have stated that you were the intermediate purchaser, having personal interest in property?" asked Shepley.

"I am not sure about that." "Does not that view appeal to you?" "I think it would probably have been better to have mentioned it. I have also the impression that it was thoroughly understood by the members of the board."

Foster admitted that Wilson, McGillivray and himself were the executive board having control of the administration of the lands. "Did you observe the emphatic nature of the dual position, that the very gentlemen who were endowed with executive power in respect to the affairs of the Great West Land Co. were the very gentlemen who were interested in the transaction?" "Yes, that was true; the dual position is plain and unmistakable."

"Do you say that Sir John Boyd knew of it?" "I can't say that."

"Do you say that Schofield knew of it?" "I can't say that."

"I do not know that I told him, but I think he knew. I am not sure."

In reply to further questions Foster said that he did not know that this block of 8,640 acres was part of the 17,000 acres which Pope and Fowler had outside the original option.

The evidence of Pope was read by Shepley to show that the 17,000 acres

date to the C. P. R. upon the option which Pope and Fowler transferred to them, which was upon the basis of 200,000 acres of land. Shepley said the Great West Land Company had also been issued on a basis of the 200,000 acres having been purchased. Any adjustment with respect to a greater or less amount of land than 200,000 acres would be made in cash payments. It was only a few weeks ago that maps of the last townships showing lands selected upon which the acreage was calculated had been received. Adjustments had been made from time to time as quantities in each township had been determined and if there had been any over-payment made, it would be added over when the final balance was struck.

Foster also testified that as managing director of the Union Trust Company he had been authorized to accept the offer, which, as vice-president of the Eastern and Western Land Company, he had made to sell lands in the West at an advance of 50 cents per acre over the price paid for them. Foster could not see the there was conflict between the interests of vendor and purchaser, both of whom he represented.

When Shepley continued the examination of Foster in reference to the assignment of the bonus stock held by Oronhyateka for the benefit of the C. P. R. and Union Trust Company, he stated that the stock was held by Oronhyateka for the benefit of the C. P. R. and Union Trust Company, or if it was not so used to go back to the original owner, Wilson, whom it went to Oronhyateka, with out consideration. Unless something was done to assist the company by means of the stock it would go back to Wilson.

The purchase price of 8,640 acres was \$42,200, of which \$3,200 was in stock and \$39,000 in cash, and Shepley pointed out that a profit of \$1,500 per acre would be \$12,900, which had the same privilege so far as seeing that they were getting lands which were reasonable in price, value and quality.

"You will not say that you do not recognize any conflict between your interests as syndicator and your duty as director?" he asked.

"In this respect I think the Great West Land Company had exactly the same position as they would have had if they had bought 200,000 acres of land from the C. P. R. and had transferred 193,374 acres to the Great West Land Company, still retaining 6,628 acres."

"What are you doing to protect the interests of your shareholders in this transaction with Pope and Fowler?" asked Shepley.

"We were looking after the interests of the company," was the reply.

"That is what you could have ascertained easily if you had made inquiry?"

"I made no inquiry, no direct inquiry, in that direction at all," replied Foster.

"If it had been suggested that they were going to keep some of the lands they had selected?" suggested Shepley.

"It would have been quite different. We would have seen that it did not occur," replied Foster, who became visibly annoyed when Mr. Shepley asked: "You are quite sure you have no interest in the land they are retaining?" He stated, with emphasis, that he had not at any time any interest in the lands selected by Pope and Fowler.

NINETEEN DEAD THE GOVERNMENT WILL ASSIST IN THE DREDGING

Lives of Thirty or Forty More Despaired Of

Carload of Coffins and Burial Supplies Sent to Scene of Tragedy - Work of Rescue Necessarily Slow

(Special to the Sun.)

POCAHONTAS, Va., Oct. 4.—Nineteen dead and from 30 to 40 more men, entombed and doubtless all dead, is the situation up to a late hour tonight at the West Fork mines of the Pocahontas Collieries Co., where the explosion occurred late yesterday afternoon. The recovery of the bodies brought from the mines was the result of the heroic work of a band of 35 men, constituting a rescue party that worked incessantly. It was not until 7:30 o'clock this evening that the rescuers reached a point near St. Paul entry, where the explosion occurred. The work of rescue was very slow, as the conditions confronting the party were difficult to surmount.

The authorities anticipated the fearful extent of the casualties today by ordering a carload of coffins and burial supplies, which are now on the way. Some confusion was caused in the determination of the exact number entombed by the fact that when the explosion occurred the exchange of shifts was in progress added to which was the fact that a number of men escaped from the mine by the back entrance. Relatives and friends gathered in groups at the entrance and elsewhere awaiting the news of the victims, and gave vent to their grief as the bodies one by one were brought out.

B. B. Cook, one of the victims, whose body was found within 300 feet of the entrance of the mine, was the only survivor of the big explosion in 1894. Yesterday's explosion piled up timbers and dirt to the height of six feet.

MORAN GETS NOMINATION

Massachusetts Democrats Endorse Leadership and Democracy of Both Bryan and Hearst

BOSTON, October 4.—A new era for the Massachusetts democracy was inaugurated today in the state convention of that party when, after a turbulent and curious struggle over endorsing William Jennings Bryan and Edward D. Hearst, John B. Moran, district attorney for Suffolk county, who was already the nominee of the Prohibition party and the Independence League, was nominated for governor by acclamation. Save in one particular, the nomination was strikingly and indisputably in control. The possible exception to undoubted democracy was in the endorsement of Bryan for Democratic nomination for President in 1908, for though George Fred. Williams, chief of Moran's political staff proposed his endorsement at the last moment, another of Moran's lieutenants, Edward Brown, for secretary, and intimated that if Moran's wishes were known, they would be in favor of Bryan, but of Hearst. The convention had previously lauded in its platform the democracy of both Bryan and Hearst, though the approval of Hearst was not carried without a wild and tumultuous protest.

The ticket nominated follows: Governor—John B. Moran, of Boston. Lieutenant Governor—E. Gerry Brown, of Brockton. Secretary of State—Charles C. Paine, of Hyannis. Attorney General—John W. Cummings, of Fall River. Auditor—Thomas L. Higgen, of West Springfield. Treasurer and Receiver General—George M. Harrington, of Lowell. Two of the above, besides Mr. Moran are already endorsed by the Independence League. Brown, for lieutenant governor, and Higgen for auditor.

Finally the platform endorsed the leadership and Democracy of both Bryan and Hearst.

CONSERVATIVE WINS IN EAST ELGIN

TORONTO, Oct. 4.—In East Elgin today, after a well contested fight, the Conservative candidate, David Marshall, was elected over Granville Haight, the government candidate, by a majority of 77. Tonight great crowds of people paraded Aylmer streets cheering, blowing horns and in many other ways celebrating the victory. The Liberal candidate's defeat was largely owing to his late appearance in the field.

FIVE KILLED IN WRECK ON BOSTON AND MAINE RAILWAY

More Than a Score of People Injured—Special Military Train Ran Into Regular Express Near Troy, N. Y.—Scene of Wreck Was Terrible—Engineers of Special Placed Under Arrest—Will Hold Investigation.

(Special to the Sun.)

LANSINGBURG, N. Y., Oct. 4.—Five passengers were killed outright and a score were more or less seriously injured in a rear end collision between a regular passenger train and a military special on the Boston and Maine railroad, three miles north of Troy, shortly before five o'clock today.

The dead are: F. L. Block, Peoria, Ill.; Mrs. Wallace E. Shaw, Bath, Me.; Mrs. Stevens, Boston, Mass.; Mrs. J. W. Dancy, Arlington, Mass.; one unidentified woman, believed to be from Boston.

The list of injured thus far obtainable at the local hospitals follows: Mrs. VanPassett and wife, Boston, severely burned. Frank Belcher, Medford, Mass., head and both legs fractured. Geo. I. Stevens, Winchester, Mass., compound fracture of ankle and arm smashed. Miss Manson, Bath, Me., back badly sprained. Miss Virginia Manson, a sister, three ribs broken. E. T. Laroux, private, Fort Ethan Allen, Ar. crushed.

There he told his listeners that he had been married last night at Arlington, Mass. The couple had planned an elopement. She was making arrangements to leave this morning for his bride shipped to Arlington. Engineer Thomas Holleran, of the special, who lives in Troy, immediately went to the police station in Lansingburg and surrendered himself. He was locked up and would make no statement. His fireman, whose name is said to be F. A. Brown, of Mechanicville, could not be found tonight.

It is said that the conductor of the special was J. Collins of Lansingburg. The special was made up of seven Pullman coaches, eleven horse cars, the latter being in front of the train directly behind the wrecked engine. There were four troops of cavalry, or about 300 men and 400 horses. The fact is a regular train, known as No. 5, and leaves Boston daily at 8:30 a. m. for Albany. It generally carries, as it did today, of five cars, a baggage car, smoker, day coach and two parlor cars.

As near as can be ascertained the train was about one hour late today when it pulled up in front of the Lansingburg station to wait for a passenger train to get into the Troy depot. Some of the railroad men say that as soon as the train stopped a flagman was sent to the rear to signal (approaching) the train. The flagman is learned on this point. There is a sharp curve a short distance above the scene of the collision. The noise of a locomotive just around the curve was the first intimation of the approaching train, which came thundering along with 13 cars on the second grade, and in the fraction of a second had crushed into the rear of the passenger train, smashing the last two cars, which were Pullmans, like eggshells.

MAUGERVILLE. Principal and Mrs. Borden and Dr. Baker, assisted by the associate instructors. In the tea room Miss Sprague presided at the table. Miss McCully and Miss Govenlock assisted in serving the refreshments.

Mrs. Geo. E. Chisholm, Cambridge, Mass., is visiting her parents, Mr. and Mrs. Albert Oulton, Bals Verte. A successful supper under the auspices of the ladies of Bals Verte Methodist Church was held at Bals Verte Tuesday evening. The sum of sixty dollars was realized for church purposes.

Mrs. Albert Wilson returned yesterday to her home, St. John, after an extended visit with her mother, Mrs. C. A. Black, Bals Verte. Point de Bute Division, Sons of Temperance, elected the following officers at their last meeting: Leonard Goodwin, W. P.; Myrtle Fullerton, W. A.; Clarence Hicks, R. S.; Ardell Trenholm, A. R. S.; Annie Gray, F. S.; Albert Colpitts, T. W.; Grace Carter, Chap.; Robert Carter, Com.; Adeline Hicks, A. C. Cond.; Laura Carter, S. I.; Albert Finlay, O. S.; Mrs. Hazen Smith, Supt. of Y. P. W.; Nellie Thompson, organist.

Ellis Goodwin of Boston is visiting his parents, Mr. and Mrs. Edmund Goodwin, Bals Verte. In these times advertising is all powerful.—Chas. Barlow, London.

If Dredge Can Be Got, Mr. Hyman Will Hire It at Once.

Shaughnessy Says C. P. R. Can Place Mails in Canada, Even in Nova Scotia, Quicker Via St. John than Halifax.

(Special to the Sun.)

OTTAWA, Oct. 4.—Mayor Sears and Mr. Schofield, President of the Board of Trade, had a two hour interview with Hon. Charles S. Hyman, Minister of Public Works, and also saw Hon. Mr. Brodeur, Minister of Marine, this morning and did everything possible to work out the situation satisfactorily. (Signed) C. S. HYMAN.

Mr. Emmerson infers from this that the department intended to send a dredge from the St. Lawrence, but has found it unobtainable, and is now making other arrangements. He is confident that these will be satisfactory, and that the department will be able to assist in the work so necessary to the welfare of the port.

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