# IN HOUSE OF COMMONS

Bill to Incorporate the Grand Trunk Branch Line Co. Given a Third Reading — Custom Returns for the Two Prominent Citizens of Toronto, Ont., Numbered Year the Biggest on Record.

OTTAWA, July 1.—The commons through. closed the month of June with first resolution Saturday sitting of the session. A quorum of members gave their atten-The minister of public works the firing line for the govern-His estimates constituted the Hyman prospers exceedingly. When the speaker at midnight announced the adjournment until Tuesday, the ouse passed public estimates for public buildings all over Canada and tario and Quebec societies of archi-wharves and harbors in Nova Scotia tects.

The customs houses of Canada have

mates Mr. Hyman said it had not been decided who was responsible for the collapse of the west block tower. He said a petition of right would be sponsibility could be decided by the ex-

The bill to incorporate the Grand Trunk Pacific Branch Line Co. was given third reading. A resolution by Mr. Brodeur to loan the Montreal Har-Hon to take up debentures was put health.

The same was done for a olution fixing a fee of fifty dollars A for whaling in Hudson Bay. Fifty tten-thousand dollars was voted for an adthousand dollars was voted for an addition to the parliament main building tion to parliamentary business from dition to the parliament main building eleven in the morning until twenve at to increase the accommodation for members and the library.

On a vote of a half million for the business programme of the day. Mr. Ottawa, Mr. Hyman said he proposed to offer a price and have the speaker at midnight and the site of a new department building in the speaker at midnight and the speaker at midnight at the speaker at midnight and the speaker at midnight and the speaker at midnight at the speaker at midnight and the spe to offer a price and have all Canadian architects submit designs for the building. The leading board would be chosen by presidents of the On-

> completed the most prosperous year in history. The collections for the fiscal year ending June 30 amounted to \$46,-604,731, which is \$4,669,858 more than was collected the previous year.
>
> For the month of June the collections

were \$4.093,421, an increase of \$383.764.

As the result of a canard originating in London or New York telegrams have been pouring in asking for confirma tion of a report that Sir Wilfrid Laurier was dead. The prime minister is in Ottawa and was never in better

### SOMETHING ABOUT THOSE WHO MET DEATH IN THE RAILWAY ACCIDENT

(Associated Press). Mr. Barwick was one of the leaders Toronto bar and won particular on in the Baie Des Chaleurs before a committee of the Canadian senate in 1891. He was a Liberal ominent member of the Church of England. He was called to the bar in 1877. He was a partner of Postmas-Wright. He was a king's counsel. Isaac Atkinson of Chicago.

ear Bridgeport. Mr. Cassier was the editor of two

Mrs. C. W. Elphicke, of Chicago, Ill. Mrs. Elphicke was the wife of Chas. W. Elphicke, of C. W. Elphicke & Co., vessel and insurance agents, Chicago. The Elphicke home is at Cranston, a of Chicago. Mrs. Elphicke was 62 years of age. Dudley P. Harding, New York City

Mr. Harding was travelling soles-ian and spent but a portion of his me in New York City making his ome at 316 West 35th street, in apart-

Hitchcock lived in New York Mrs. Waite was 55 years of age. was the widow of Lumen N. Hitch-cock, who was a cousin of Secretary Interior E. A. Hitchcock. Her ter was slightly injured in the

Mary F. Howieson, of New New York. Miss Howieson

45 years of age.

ev. Mr. King was pastor of the
enport Road Anglican Church, Toto, and until recently was a proor in Trinity College. He was a
two of England and had been in

e of England and had been in da about eight years, ink W. Koch, of Allentown, Pa. Koch was one of Allentown's hiest and most prominent citi-He was the senior member of the ing firm of Koch Bros, and the r of the Hotel Allen building, Mr. och was 54 years of age, a native of chigh county, Pa. He was a trustee Mahlenburg college and of Allen-wn hospital, and a director of the Al-ntown National bank. With his wife

hospital, and a director of the win National bank. With his wife and planned to repeat a European ding trip taken twenty years ago. Im E. McDonald, New York city: Iack. McDonald had been well own on the American and European of for a number of years, having owners stables of race horses both here and broad. Earlier in life Mr. McDonald was a bookmaker. He spent much of his time in England. Mr. McDonald was also quite prominent in the affairs of the democratic club in New York, and had many and varied business interests. He was president and director and New York Telephone the Boston and New York Telephone
I Telegraph Co.; president and ditor of the Knickerbocker Telephone
I Telegraph Co.; treasurer and ditor of the Massachusetts Telephone
I Telegraph Co., and treasurer and
ector of the Telephone, Telegraph
I Cable Co. of America. Mr. McDonNew York residence was at 216
set Seventy-second street. His wife

daughter accompanied him abroad.

CMcMeekin. Chas. F., Lexington, Ky.

McMeekin was a prominent

"Gracious! It is a wonder you did

not burst into tears."

"I would have Grace, but—but I was

afraid the tears would wash off all the

at Plymouth saved many lives.

She carried more than sixty travellers

for London, but many of them elected

to travel on comfortably to Southamp
ton in preference to the late landing

at Plymouth and the long night ride He was a member of the firm red."—Chicago News-

the Oakwood stud, Lexington. Mr. McMeekin was president of the Native Breeders' Protective Association and director of the Kentucky Trotting Horse Breeders' Association. Mr. Mc Meekin accompanied Mr. McDonald

Mr. Pipon was the agent of the American line at Toronto, where he had been prominent in shipping and financial circles for some years. He was ter General Aylesworth under the firm taking a vacation trip to Europe when he met his death. He was 53 years of E. W. Sentell, New York. age and leaves a wife and child.

The following seems were injured: His wife is the daughter of the late offices in the financial district of New

York and residence at 217 Decatur Louis Cassier of Trumbull, Conn., street, Brooklyn. With his two daughters, his son E. W. Sentell and the lat ter's wife, he had gone abroad to The Engineer. He was 45 years of age
and leaves a wife. He was well known
in New oYrk trade circles.

The ends gone abroad to
spend the summer. The only survivor
of the family party of five is young E.
W. Sentell, whose wife was killed.
Mrs. W. W. Smith, who, with her W. Sentell, whose wife was killed.

Mrs. W. W. Smith, who, with her daughter, Eleanor, aged 25, and son,

Gerard, aged 21, was killed in the wreck, was the widow of the former senior partner in the Turbine Water Wheel mig. firm of Smith & Vaile, ed as the Stillwell-Bierce & Smith-Valle Company. The son, Gerard would have graduated from Yale next Mrs Waite was a fashionable millir

er, with a shop at 424 Fifth avenue. Mrs. L. N. Hifchcock, New York Charles E. Walte, she lived at the Hotel Touraine, in East 39th street Waite was in New York awaiting the apartments with her daughter, news of the safe arrival of his wife at London when he received the cable-gram telling of her death.

Tonis Goeppinger, address unohtainable. Jules Keeler, address unobtainable.

W. H. Thomson, address unobtain-All three of the above passengers, s Howieson was a milliner, whose whose addresses were not obtainable of business is at 31 West 31st tonight, had made the trip in the second cabin. Jules Keeler is supposed to have been a well known acrobat.

name, however, could not be

#### GRAND TRUNK WILL **ERECT 10 STORY BUILDING**

MONTREAL, June 29 .- The Grand Trunk management decided definitely today to proceed at once with the erection of a ten story build cently acquired property at the corner of McGill street and Youville square

opposite the general office.

This is the result of a concession that has been made by the civic authorities in regard to assessments.

The new structure will involve the

outlay of \$250,000. neral Manager Hays expects that the external structure will be so far advanced in autumn that carpenters with their part of the work during the winter, so that the building will be ready for occupation next spring.

NOT FAST COLORS.

"I never was so angry in my life." "What now, Catherine?" "Why, George had the audacity to say I used to paint my cheeks. Such a canard wounded my feelings as they

# SATURDAY WAS A BUSY DAY TWENTY-THREE AMERICANS KI

Among the Dead.

at Enormous Speed, Train Jumped Track Near Salisbury Station and Crashed Into Freight Train—Whole Family Practically Wiped Out—Party Had Left American Liner New York at Plymouth — Scene at Wreck Was Indescribable — Passenger Cars Smashed to Atoms and Bodies of Victims Horribly Mangled - Friends Who Had Remained on Board Stunned by the News Awaiting Them at Southampton—Mayor McClelan's Narrow Escape.

and mangled to death in its wreckage

twenty-three passengers and four of

death came speedily, a dozen persons

were injured, some of them seriously. The following is the list of the first

cabin passengers dead: Walter Bar-

wick, of Toronto, Ont.; Louis Cassier,

Cossitt, of New York; Mrs. C. W. El

tral Park, New York; Miss Mary F. Howieson, 31 West 31st street, New

York; Rev. E. L. King, Toronto, Ont.;

Frank W. Koch, Allentown, Pa.: John

E. McDonald, New York City; C. F.

McMeekin, New York City; A. C. Pipon, Toronto, Ont.; Mrs. E. H. Sen-

tell, New York City; Miss Blanche M. Sentell, New York City; Miss Ger-

trude M. Sentell, Chas. E. Sentell, New

fork City; Mrs. Walter W. Smith,

Miss Eleanor Smith, Gerard, Smith,

nobtainable; W. H. Thompson, ad-

The following second cabin passeng-

ss M. Rask, address unobtainable:

Koch, of Allentown Pa.; Jules Kee-

ler, address unknown; Charles E. Sen-

tell, of New York; Rev. E. L. King of

Toronto; Miss Mary F. Howieson, New York; Mrs. C. W. Elphicke, of Chicago,

and Mrs. Lillian Hurdwait, of New

York; Dudley P. Harking, of New York, Louis Cassier, of Trumbull, Conn., and D. F. Cossitt of New York,

were alive when they were removed

from the wreck, but ied at the infirm-

Early reports had it that William

Payne Thompson of New York was among the killed, but this proved to be

untrue. Mr. Thompson was not among the passengers on board the train. W.

H. Thompson, who was killed, was a second class cabin passenger, whose resi-

SHARP CURVE THE CAUSE.

The train had passed the Salisbury

station platform at very high speed.

At a sharp curve just outside the sta-

tion the locomotive jumped the track,

plowing up the rails, crashed into a

west bound freight train. The engine

ridge over the river Avon, and turned

mounted the girders of the railway

turtle. There were three passenger coaches in the train. The first of these

shot past the locomotive and crashed

into the railway bridge and was smash-

ed into splinters, portions of the wreck being hurled completely over the bridge.

The second and third passenger cars were toppled over on the line and com-

Rescue parties set to work instantly,

attendance upon the wounded.

The body of the engineer was found

THE WORK OF RESCUE.

The injured were later removed to the

Salisbury infirmary, where the entire staff, assisted by the local volunteer surgeons, attended them.

Mayor McClellan of New York, who

was a passenger on the New York, did not debark at Plymouth, but went on

to Southampton and reached London

The late hour of the New York's ar-

dence is unknown.

plied the brakes.

recognition.

eedingly difficult.

this afternoon.

ing identification.

ary soon after their admittance

424 Fifth avenue, New York.

dress unobtainable.

Dayton,

Ohio: Mrs. Lillias Hurd.

the trainmen. Besides those to whom

SALISBURY, July 1.—Driving at a York had made a faster passage the mad pace over the London Southwest- sombre roster of the dead and injured wick's body was barely recognizable, ern railway, the American Line exwould have been longer. The big Ampress, carrying forty-three of the steamer New York's passengers from mouth at 9.30 Saturday night and half Plymouth to London, plunged from an hour later there was a tender the tracks just after passing the sta- alongside to receive passengers for here at 1.57 o'clock this morning England.

STORY OF THE ACCIDENT.

The train which awaited the London passengers consisted of a powerful express engine, three first-class corridor we sped along last night that the old coaches and one combination guards country could go us one better after van and buffet. The passengers were all. I cannot remember ever having soon entrained and at 11.30 the express been carried along at such a rate be pulled out. It was given a clear track fore. The oscillation and vibration right of way on the run of 230 miles phickle of Chicago, Ill.; Dudley P. Harding, 316 West 95th street, New York; Mrs. L. N. Hitchcock, 261 Cento London, on which the express main- it must be good rolling stock and a tains an average speed of a mile a Arst rate permanent way that could minute. Driver Robins quickly gave stand the strain. Just then the smash the engine its head and the express came. Mrs. Whiton and I were jerksoon speeding swiftly through the ed into a corner of the carriage, night. It ran on safely and without the car went over and we were penned incident until it entered the long rail-way yard at Salisbury, when the pas-dow above us, we saw the reflection of sengers noted that the coaches began flames, and feared the carriage swaying from side to side. Suddenly aftre and that we were cornered, but at the end of the long platform, where as we waited relief came, and when the track begins to curve towards the we were extricated I saw the flames bridge spanning Fisherton street, the were being vomited from engines and main avenue of the city, the giant engine leaped from the track to the de- carriages as a precaution:" struction of itself, its trailing coaches and their occupants. The engine leaped across the adjoining track, The following second cabin passengers are dead: Louis Goeppinger, address unknown; Jules Keeler, address striking with terrific force and destroying the guards van of a milk train that was slowly steaming in the The following are the first cabin passengers injured: G. H. V. Allen, Fair-haven Vt.; Robert S. Critchell, Chiopposite direction, killing a guard oc-cupying the van. Lurching forward the wild locomotive plunged against the standards and girders of the cago, Ill.; Miss I. S. Griswold, address bridge. The bridge withstood the imunobtainable; Miss M. Hitchcock, New York City; Mrs. Koch, Allentown, Pa.;

and crashed into another engine standstopped, the wreckage of the two enbroken or twisted steel and iron, or having relatives or friends among W. H. Thompson, address unknown; C. F. McMeekin, of New York, Frank Throughout the wild plunging of the engine Driver Robins, it is not known ance. whether alive or dead, remained in his Hours afterward his charred body was found grilled over the fire

The first coach shot over the engine and careened onward until fit was hurled against the parapet of the bridge and smashed into fragments, killing other passenger who came to London or maining almost every occupant. Beyond the shock to his nerves he is un-One man was shot through the windaw, clearing the parapet and felldead in the street below. The second coach lurched forward and rolled towards a stationary train and practi-

The third coach dashed forward with the rest, left the rails and encountered some obstruction, overturned and collapsed.

The guard's van and buffet, the rearmost car of the train, was saved by the courage and quickness of the guard, Richardson. With the first shock, Richardson jumped forward and set the brakes and saved himself and his comrades. The van ploughed forward injuring some of its occupants, but practically maintained its equili-

LIKE HEAVY CANNONADE.

The surviving passengers and trainas like the discharge of a series of heavy guns of varied calibre., and when the crashing of the wreck was pletely destroyed. The conductor's van, containing a cook's kitchen, was saved ed, some shricking with pain and fear, and others moaning as if bewildered by the conductor, who promptly apby the shock.

RELIEF CAME QUICKLY.

out to little purpose, and the injured were forced to remain buried in the Relief came quickly, although it was debris a long time. As the bodies of the dead were extricated they were laid hour before the last body was dragin rows on the station platform awaittracted by the noise, called ambulances All the physicians in Salisbury were summoned and devoted themselves to and surgeons and warned the hospitals to prepare to receive the injured. The railway yard quickly filled with police, doctors, nurses, trainmen and kindlings. rescue exceedingly difficult. Lamps on top of the fire box, charred beyond and torches were brought to light the a peculiar significance in that he was desolate scene. The station was conthe second person present at his wedverted into a surgery and the platform was made a mortuary. Several of the dead and injured were imprisoned It was necessary to saw away parts in compartments and it was necessary of the compartments of the railway to cut away the partitions in order to coaches in order to release the survivors and to secure the bodies of the effect their release. Others were dead. In one compartment all of the passengers except two were killed, and caught under heavy wreckage. Several of the bodies were badly nangled and one woman was decapi the rescue of the survivors was ex-

tated. MAYOR McCLELLAN'S NARROW

ESCAPE. LONDON, July 1.—By the merest chance Mayor George B. McClellan of New York was not on the wrecked American line special train. He had an appointment to keep in London today, and although the steamer was their wedding trip to Europe when the rival at Plymouth saved many lives. late in arriving at Plymouth he decid-she carried more than sixty travellers ed to come direct to London instead late in arriving at Plymouth he decided to come direct to London instead of going to Cherbourg with Mrs. Mc-Clellan, who was booked through to Henry Cossitt, who was killed in the Paris. His hand baggage had been wreck of the American line express at reindeer; was a Salisbury, England, today, was a Mr. New Snow have snow hav

steamer whom Mrs. McClellan had been asking to urge her husband to act this city. He married Miss Antonia company her to Cherbourg, told the Dugro, daughter of Judge and Mrs. P. mayor he could still reach London in time to keep his appointment if he went on to Cherbourg and thence to wedding trip. They had planned to

Southampton.

Just before the tender left the ship's side Mayor McCllelan changed his mind and the ship's steward threw his to join them. baggage back on board the New York as the tender was casting off her lines.

Dugro was a social event of considerable prominence and was made unique rain which had been reserved for Mr. McClellan, and so the mayor's escape was indeed the narrowest.

Relatives of Walter Barwick, who vent to Salisbury this morning upon rning of the accident, and who returned to London tonight, say the scene at Salisbury upon their arrival there was one of indescribable confusion. Their greatest difficulty was in identifying the dead, as the bodies had been frightfully mangled. Mr. Barbeing covered with wounds.

STORY OF SURVIVORS.

"I have been accustomed," said Geo. A. Strachan, of Boston, who with his aunt, Mrs. J. H. Whiton, was on the wrecked special, "on the broad gauge railroad lines of America to speedy travelling and know what is a good were very noticeable. I remarked that that water was being thrown on the

A SOLE SURVIVOR.

Walter Geerson, of London, was the sole survivor of a party of five occu pants of one compartment. He attri turning from dinner, he placed his buted his safety to the fact that, arm in a swinging rest and when the accident occurred and the carriage was over turned, he was left suspended by the arm in the rest, while his less fortunate fellow travellers gled in the ruins at his feet.

Only a few of the passengers on on another track, overturned and stopped, the wreckage of the two endown, most of those who escaped death of recent years. He was on his way

Among those who came up to L was H. S. Brooks, who escaped with slight injuries to his mouth and tongue, He is suffering from shock and is un able to give a connected account of the disaster. W. Bellati of Jacksonville, Ill., is an

injured. Mr. Bellati said he was in the forward coach, having, in commo with other passengers just finished a ate, as he claimed. All government emblems and arms

the names of streets and called them after Nasi and his family. An attempt was also made to board a torpedoboat to haul down the na-

tional flag, but the boat left the port in haste to prevent trouble. The French flag was, however, hoisted on the council buildings, and a post wa-gon was wrecked and thrown into the Troops were hurried to the spot, bu

it is difficult to ascertain what has happened, and at present all telegrams on the subject are stopped by the cenlate supper. He heard a loud crash

and felt a tremendous shock, and the next moment found himself sprawling on the grouind. The front part of the car was completely smashed and the coach fell over on its side. The part in which he was ran along the rails past the engine, which had been stopped by colliding with another engin on a side track, and then turned over on its side. Mr. Bellati immediately started to assist the other passenge and remained at the scene until morning, but was unable to do much fo those who had been buried in the ged from the wreck. The police, at- wreckage until railway hands arrived, when the injured were quickly relieved. Mr. Bellati's escape was mir aculous, the greater part of the car in which he was riding being broken into

The death of Mr. Cossitt today has ding to lose his life in two ser tragedles in the past week. Stanford White, who was shot to death by Harry K. Thaw in the Madison Square roo garden last Monday night, was one of

the guests at the wedding.

ALLENTOWN, Pa., July 1.—Frank
W. Koch was one of Allentown's
wealthiest and most prominent citizens. He was senior member of the clothing firm of Koch Bros. and owners of the Hotel Allen building on Central square.

Mr. Koch was 54 years old. Mr. Koch was a trustee of Muhlenburg College and Allentown Hospital, and director of the Allentown National Bank. He was married twenty years, and he and Mrs. Koch were repeating accident occurred.

ton in preference to the land at salisbury, England, today, was a Mr. Nervey—Yes, but oftener they across the country. If the New Plymouth, and he was going on board nephew of Mrs. George Eggleston have snow, darling.—Cleveland Leader.

Dodge and of Mrs. A. B. Juillard of

The wedding of Mr. Cossitt and Miss John E. McDonald, the New York horseman, best known as "Jack" Mc-Donald, who is among the dead, was proposed by college songs sung by friends of Donald, who is among the dead, was graduated given the compartment on the special before the marriage.

> GREAT DISAPPOINTMENT. SOUTHAMPTON, Juy 1 .- On the ar her remaining passengers on deck leaning over the rail and chatting gaily, looking for friends ashore to meet them, the company's officials stepped aboard with letters and telegrams Suddenly a lady passenger on the promenade deck was seen to fall with hy-sterical sobs on the deck, holding a telegram in her hands. Instantly her fellow passengers flocked around to offer sympathy in a supposed persona bereavement, and learned with horrorfate that had overtaken their compan

the whole ship and cast a gloo landing and entraining for London of the passengers, though the officials were only able to supply the barest outlines of the disaster. American Consul Swaling, addressing the passengers said:

ions on the voyage from New York,

and whom they had expected to meet

in London. The news soon spread over

You had no opportunity to go to church this morning, but you can thank God you remained aboard." Sir Thomas Lipton, who left his yacht Erin at Southampton to visit Salisbury, sends the following telegram to the Associated Press:

"I am sure it would interest Americ ans to know the splendid care that is being taken of the injured at the Salisbury hospital. I have been to the hos pital today with the mayor of Salisbury, have seen the head doctor and can assure you that everything humanly possible is being done to alleviate

"After seeing the wreck and the result of the accident it seems to me that it was a miracle that anyone es-

ceived here this morning of the death in the railway accident at Salisbury, England, of Walter Berwick England, of Walter Berwick, K. C., and Rev. E. L. King, of Trinity University, and Charles L. Pipon, Toronto, agent for the International Navigation Company's lines, came as a shock to hundreds of Torontenians. Mr. Berwick was one of the leaders of the to London to appear upon the privi council. Mr. King was an English-man who had been connected with Trinity for some years. Mr. Pipor was one of the most popular of Toron-

to's transportation men. SALISBURY, July 1.—Night Inspetor Spicer and other officials who wer on the platform as the train came to London to appear upon the privy to the enormous speed, followed her course with his eye and was horrifled to see the train leave the rails, jump to the vacant-line on the right and plunge into the rear of the milk train A crash like the roar of artillery awacally destroyed itself before its wild have been effaced from the municipal a mile away. Within some twenty se flight was ended.

All government through a mile away. Within some twenty se conds the whole train became a chao buildings and the council has changed the mass of wreckage. kened many inhabitants of Sali a mile away. Within some twenty se-

> bounding from the parapet, hurled their immens weight against the stationary locomotive, which became a shapeless wreck, its boiler exploding and so severely scalding both the dri-ver and the fireman that the latter has since died. The express engine finally turned turtle, broken backed, in the midst of torn up rails. The wreck was horribly complete. Carriage was piled upon carriage as though by giant hands, the stationary engine tilted towards the concrete platform, with the wreckage of one carriage on its top and the engine and tender of the express almost locked into the station-

The scenes around the wreck were lculated to shake the stronger

The sobbing and cries of young Mrs Cossitt wrung tears from many of the rough men among the rescuers. She herself was little hurt, but her husband was so severely injured that though ess. He died shortly after being taken to the infirmary, and the bereaved hride was taken to the residence of a local doctor, from whence she subsequently went to friends in London. Among the dead is Keeler the "hu-man enigma." He had telegraphed to his aged mother in Plymouth of his ex-

EMPRESS OF BRITAIN BREAKS THE RECORD

MONTREAL, July 1.-A cable yes terday announced the arrival of the C. P. R. str. Empress of Britain on the the western trans-Atlantic record for the run between Rimouski and Moville, doing the distance in 5 days and 50 minutes, or one hour and 25 minuts bet-

WHOA. PET. Miss Prim-In Siberia do they have

Mr. Nervey-Yes, but oftener they

## KILLED IN DASH FOR FREEDOM

Convicts Met Death While Trying to Break Jail

Five Dead and Twenty Badly Wounded Re sult of a Desperate Conflict-Worden's Throat Cut

SHANGHAI, July 1.-A desperate attempt to escape was made yesterday by the prisoners of the Wayside convict station ,and five men were shot dead and twenty badly wounded be-fore it was quelled. W. D. Blennerhasset, one of the Eng-

lish prison officials, and several In-dian warders were seriously injured. The plot had been carefully planned while a gang of the convicts were at work in the tailor's shop.' Van Mao, a notorious criminal, undergoing a life sentence, sprang at the Indian warder in attendance and cut his throat with a sharp knife.

The other convicts joined immediately in the attack, but the warder, in spite of his wound, dashed through the door of the workshop and closed and locked it upon his assailants. The convicts, however, broke down the door with a mighty rush, and poured out into the open

By this time the news of the attempt had spread, and the convicts found themselves face to face with the entire prison staff, headed by Messrs. Blennerhasset, Weatherhead, Sims and Anderson, four Englishmen, armed with rifles and revolvers.

The convicts divided into two parties, one lot attacking the warders in the main compound, while the others made a raid on the ironworks to obtain

flict ensued. Volley after volley was fired as the convicts made repeated rushes. Vah Mao Mao dealt Mr. Blennerhasset a blow with a stone-mason's hammer which cut open his head, and also stabbed him in the

Vah Mao Mao was aiming another blow when a warder shot him dead. When the prisoners finally submitted the compound resembled a shambles, with dead and wounded lying everywhere in pools of blood.

EXCELLENT HEALTH

But Cablegram From London Last Night Caused Excitemen

those who happened to visit the newspaper offices late last evening by buletins received through the Associated Press from London stating that Sir Wilfrid Laurier, prime minister of Canada, had died there during the night. As it was well known that Sir Wilfrid took part in the debate on the Sunday observance bill in the house of commons Friday night, it was evident that some mistake had been made.
The mistake was soon rectified by the Associated Press, which stated that Sir Wilfrid Lawson, liberal member of parliamnt, was the man who had

A telegram from Ottawa later in the evening stated that as a result of the London cable telegrams had been pour-ing in asking for confirmation of a report that Sir Wilfrid Laurier was dead. Sir Wilfrid, it went on to say, was in

SICILIAN TOWN IN OPEN REVOL

King's Potrait and Royal Emblems Re moved by Adherents of Signor

ROME, June 30.—The people of Trepani, in Sicily, have pulled down the portrait of King Victor Emmanuel, which stood in the municipal council chamber, and supplanted it by a marble bust of Signor Nuncio Nasi.

Nasi was indicted recently for emperature of the public management of public management as minisbezzlement of public moneys as minister of instruction, and fled the country. he people of Trepani, which is Nasi's ace, believe him to be innocent, nd have taken this means of protestng against the decision of the court of cessation that Nasi must be tried by he ordinary court, and not by the sen-

GOLF CHAMPIONSHIP

OTTAWA, July 1.-As a preliminary to the Canadian golf championship, begins Monday and lasts through the week, the annual match between Ontario and Quebec was played on Saturday. Ontario won by five to four, Lyon, the Canadian champion, was nearly beaten by Rutha, Montreal player. F. R. Martin day, making the 18 holes in 82, whi is bogey. H. H. Hansard played w Quebec and won from W. A. H. Kerr.

VOL 29

Stay the Time to Lord's Middle of

OTTAWA, July 5:-day looked in v Lord's Day Aliance passed the committee s for third reading in a ced unhappiness in ing far enough, in ( too far and in the gover ing a multitude of antic stood some amendments ared, and the act is they are being prepared time the approximate gation has been advan e of next week.

The house gave its at ess amendments to t were put through, the discussed and an interes given by Mr. Bourasse runswick judicature a

The proposal to ameract to give rural municip trol over the plantin authority to expropriate lines within its boundar

Mr. Aylesworth said i fair to give it power to portion of the Canadian lin that province.

The amendment was

A motion by W. F. Ma a maximum 2 cent passer defeated by 106 to 8 after conservative members ha Marlean for looking for Dr. Sproul moved an a give the railway commity to compel exchange of tween local telephone rell as compelling a pany to accon This was defeated 86 to

erson's railway bill Mr. Aylesworth then amendment to the senate ons act. One declar \$15 a day for absence a imposed against a memb tawa who had attended other allowed reasonab s once a session to ng and going to Ottawa. Members living more the dred miles from Ottawa instead of expenses \$15 ling allowance, while cogoing from the session. for the benefit of the Yulish Calendrich Company

ish Columbia men.

Before the amendments

Mr. Bourassa said men Mr. Bourassa said men v tle time at Ottawa got too for the time they attende Last session lasted 191 sitting days or an avera ed by each member wh time. Those who were

the time received too tionately. He gava tionately. He gave table to show this:— Days Da Absent. Pre M. M. Gordon .. 47 Clark.. .. .. 48 Power .. .. 51 White. .. .. 65 Sifton. .. .. 70

Bristol. . . . . . 95 Seagrem . . . . 103 Carrier. . . . . 116 The senate sat only 68 ing 43 days a senator con full indemnity. He \$47.17 a day.

orget.. .. .. 85

GAR

In Fifty Foot L 1-2 and 3-4 inch

Five Ply Cove

The Wire Bound

Kinds,

HO

W. H. THORNE