THE BREAK AT CORNWALL

Bursting of the Bank of the Canal Serious Matter.

Bad Effect on Grain Trade of the Lakes.

Minister of Railways Visits Scene What Shippers Say.

Cornwall, Ont., June 23 .- The most accident to transportation, canal traffic is concerned, insofar as place here this morning about 6 when a washout in the canal ank at the Ottawa-New York bridge above lock 18 caused the pier which supported the span of the bridge

the railway across the canal to About 4.45 this morning Mike , one of the lock-tenders, noticed water in the river somewhat roily, going to the bridge to inves-e, found that the bank was giving and, going to the brage as giving tagate, found that the bank was giving away. Lockmaster Famer at once tele-phoned along the line, and the water was shut off with all possible speed. The hole began to grow until the whole bank gave way, making a gap 150 feet wide and 25 to 30 feet deep, through which the water of the whole level, a mile and a quarter long, poured into the river like a second Niagara. At 6 a. m. the centre pier of the swing completely over. The ironwork bent as so much wire, and a hideous spectacle of what was once a beautiful structure is the mile and a cuarter long. structure what was once a beautiful all that remains. The steamship Samuel Marshall had just passed up, and cleared lock 19, when the collapse occurred. It is estimated that it will take about a month to clear the bridge away and repair the bank. Navigation in the meantime will be completely suspended. Mr. J. L. Weller, superinten dent of the Welland Canal at St. Cath coming to take charge of the

Mr. Graham Inspects Break.

Mr. Graham Inspects Break. The basin of the level above lock 18, where the break occurred this morning, is now practically dry. The wrecked pier and bridge are directly across the mouth of the break. Nothing can be canal until to-morrow. Hon. Goo. P. Graham, Minister' of Railways and Canals, arrived here this evening and had a look over the break. To a correspondent he said that he would not like to venture an opinion as to how long the repairs would take until Mr. Weller arrived. However, every effort would be put forth to close the gap in the bank, and get the canal ready for navigation with the least pos-sible delay. He fully realized the effect of the disaster on the shipping trade of the country, and would have the work rushed day and night. The pos-tion of the wrecked bridge and pier in the canal would be a bandleng and tion of the wrecked bridge and pier in the canal would be a handicap, and, without giving an expert opinion, he thought that the ironwork would probably have to be removed before the break could be fixed. He will remain over to-motrow to consult with Mr.

The Railway Officials.

Messrs. George H. Phillips, superin-tendent of the O. & N. Y. division of the New York Central, and H. K. Gays, . Gays, general passenger agent, were also in town to-day. Mr. Phillips, when seen to-night, had very little to say about the wreck of the swing bridge, which the wreck of the swing bridge, which was 286 feet in length, and turned on a pier built against the south bank of the canal. This pier, which is now standing in its head, rose over 30 feet above the level of the casal. Mr. Phillips said that the pier and bridge would be rebuilt without a moment's unnecessary delay, how or by whom he could not state at present. Mr. Carpenter, chief engineer of the New York Central Rail-engineer of the New York Central Rail-way system, would be here to-morrow to look over the situation. A Drawhack to Montreal.

A Drawback to Montreal.

dammed off. I cannot say what the shipping firms will do. There is no way round, so far as 1 can see. They will probably have to wait, just as we shall, until the canal bank has been mented? R. & O. Service Not Interrupted. H. & O. Service Not Interrupted. Mr. O'Donoghue, of the Richelieu & Ontario Navigation Company, said this morning that there would be no in-terruption in the company's service. "We shall maintain our service by terruption in the company's service, "We shall maintain our service by trunning regular trains from the wharf at Prescott to the wharf at Cotan Landing, running our boats back and forth from Coteau Landing to Mont-real. We shall maintain our west-bound business by the G. T. train leav-ing Montreal each morning at 9 o'clock and connecting with our other boats as Prescott."
Mr. J. A. Cuttle, of the Montreat statement to make. "We shall do at and from Prescott into Montreal," has attacted. "We have railway tracks into to both of our elevators. It will takk much longer, of course, and be much more expensive. The rate by water in Base. The rate by water in Base. Railway companies may re-duce their rates to meet the situation, but of course, I cannot say whether they will do that or not. We have situation, but of course, I cannot say whether they will do that or not. We have situation suver and and others down here. We shall endeavor to meet the situation say water three boats in all-some up above ther and and others down here. We shall endeavor to meet the situation say whether three boats in all-some up above ther and as fra as we can by utiling the and as fra as we can by utiling the and as fra as we can by utiling the and was far as we can by utiling the and as fra as we can by utiling the and as fra as we can by utiling the and was the as overs and maching at present."
The Railway Arrangements. The great stomach and howel regulat-or, will, as soon as ovens and machin-ery can be placed, be put on the market in a cooked form, and will be a delicious food. Ready to serve.—A. W. Maguire & Co.

regards grain in transit that had not reached Kingston, arrangements would be made for its transportation by lake and rail route via Georgian Bay ports. A special meeting of the Corn Ex-change Association is called for at noon to-morrow in order that they may sm-sider ways and means of getting over the existing difficulties in regard to the break in the Cornwall Canal.

break in the Cornwall Canal. Loss to Vesse Owners. "It means a bug coss to vessel-own-reast and Mr. treary construction parts for the Mercaants' and Mont-reast-lake Superial Lane. ris com-pany nas three vessels, the Junduri, which leaves loronto ron Junntreal every Jussiday, and the (Lty of Ottawa and City of Atomireal, which isave on Saturdays. These cannot run the rapad, not two of them are below the break in the canal and one on nthis side. Mr. A. A. wright, Superintendent of the St. Lawrence & Chicago Steam Navagation Company, said that there was not a great deas of grain moving at this time of the year, and what is moving is in small lots by package

People Discussed.

moving is in small lots by package freighters. Capt. Malone, of the Richelieu & Can tario Navigation Co., said his company

Capt. Maione, of the kienemen a way tario Navigation Co., said his company has one steamer at the toot of the camal and one above. They will send their freight by rail from a resolut to Cobeau. Mir. J. J. Allan, of Jas. Carruthers & Co. asid none of the grain carruthers &

Mr. J. J. Allan, of Jas. Carrutners a Co., said none of the grain-carrying vessels run the rapids, and the grain will wave to be samped by rail, but other freights may be transmipped at Prescott to small boats, which will run

them. The Montreal Transportation Com-pany has four boats, the Stormont, Glenmount, Westmount and Fairpany has four boats, the Stormont, Genmount, Westmount and Fair-mount, stalled below the break. All are loaded with steel rais from Sydney, C. B., and are bound for Port Ar-thur. Most of the steel is for Canadian Northern construction work in the west. The Inland Navigation Company of Hamilton has two package freighters at Montreal, loading freight for the up-per lakes.

per lakes. The J. H. Plummer and the H. M. Pellatt, of the Canadian Lake Trans portation Company, have also been caught below the break and must wals at Montreal. If it is seen that the damage to the canal can be repaired within a fortnight the crews of the stalled boats will be retained. If more time is required the men will probably off.



- 2179

LADIES' PRINCESS WRAPPER No. 2179.-All seams allowed.-Any of the plain or figured chall's, or silk crepe, nun's veiling, cash-oile, or Henrietta cloth are Chinese chore, Henrietta clotn and mere, voile, or Henrietta clotn and suitable material for this pretty wrap suitable material for this pretty wrap-per, cut on pricess lines. The low could collar, and straight narrow cuffs are made of the same, or a con-trasting material, according to taste, and if desired may be bound with col-ored satin ribbon. The garment is fastened down the front with small pearl or silk-covered buttons. The pattern is in 8 sizes-32 to 45 inches, bust measure. For 36 bust the wrap-per, in material with nap, requires A Drawate to measure to have been damed off. I cannot say what the super lakes. When river is blocked until the content of the river is blocked nutli the content of the river is not the river river river river river river river river river ris river river river ris river ris river river river river river riv

HAMILTON EVENING TIMES. WEDNESDAY. JUNE 24. 1908

Pittsburg Railway President Appears Unexpectedly in Court.

Rights to a Grant.

A Thousand People Rendered Hom

less by the Fire. Insurance Companies In For Million Dollars.

THREE RIVERS'

LOSS \$2,000,000

Measures For Relief of the Destitute

Montreal, June 23.-Half a city ruins, 1,000 people homeless and a monetary loss o fnearly two millions is in brief, the story of the Three Rivers fire. The counting of the cost has been some trial to the citizens of the an

cient city. Over half, and by far the better half, of the city is a sm heap of ruins. Over an area of half mile square there is not a vestige of a building. This area included all banks stores, hotels, offices and the best resi

dences. Over 750 buildings were de stroyed by the fire. Outside of the burned area there is a narrow fringe of poor houses left standing. The gravest feature of the fire is that all the grocery

stores and butcher shops are burned and there is every danger of famine The people who were burned out are mostly poor people, without insurance, with no money, and starvation is star-ing them in the face. If help does not come soon the suffering will be terrible. come soon the suffering will be terrible. Jacques Bureau is personally supervis-ing the arrangements for the relief of the poor. Public meetings have been held during the day, and committees appointed to find out those in pressing need and relieve their wants. Hon. Jacques Bureau has requested the Min-fater of Militia to send 75 tents and 157 cots

Jacques Bureau has requested the Min-inter of Militia to send 75 tents and 157 cots. The soldiers now in camp at Three Rivers not only did splendid work in fighting the fire, but are protecting the property of those rendered homeless. There was something splendid in the response made by the soldiers and by the firemen of Montreal, Quebee, Grand Mere and Shawinigan. The arrival of these men gave new courage to the ex-hausted firemen of Three Rivers, and it was owing to the splendid work of these visitors that the whole city was not wiped out. Farmers from the district also rendered splendid work of these visitors that the whole city was not homeless women and children. The faith of the people was amply illustrated during the progress of the fire, and them fought with their hands and such material as may be brought to hear upon such an enemy, noble women pray-ed to the Most High that He would spare them. The nums of Providence Hospital and the convent, perhaps forty in all, headed by their venerable super-lor, Sister Antoine de Padoue, vent into the streets and prayed aloud for aid. They sank to their knees, and the sight of the robed sisters acted as an incentive to the men to work with even greater energy. On Bonaventure street, just at the fire

incentive to the men to work with even greater energy. On Bonaventure street, just at the fire limit, there is a wooden cottage, two storeys in height, which had escaped the devouring flames, but with a scant fif-teen feet away there yet smoked and blazed firfully the ruins of what had been a handsome residence, built of concrete blocks. The stardy structure had fallen, while the weak, flimsy cot-tage still remained, but the immates of this humble home were fearful yet of what might happen them. On the edge of the wall nearest to the fire they had placed a cross and a religious picture.

placed a cross and a religious picture On looking up towards the attic window a woman with tear-stained face and lip a woman with tear-stained face and lips moving as if in prayer, was seen leaning half out and holding in her weary hands a picture well known among the faith-ful, that which represents the face of the Saviour as abown on the napkin found, and even at some little distance from the fire there were houses where the immates had sought their beds, leaving outside to guard them as they alept some religious objects or picture. So far as can be ascertained the dif-ferent companies inberested in the Three Rivers fire are as follows:

rent companies intereste ivers fire are as follows: Alliance, \$40,000. Alliance, \$40,000. British America, \$35,000. Guardian, \$80,000. Liverpool, London & Globe, \$85,000. London & Lancashire, \$40,000. Manitoba, \$5,000. North British & Mercantile, \$60,000. North British & Mercantile, \$60,000.

Northern, \$40,000. Phoenix, of London. \$60,000. Queen & Royal, \$100,000. Dominion, \$5,000.

Tal. \$40.

HIDING IN TORONTO. The Only Laxative **Used by Those Who Know** People never use harsh physic after they know what it does. Use them frequently and you'll need Pittsburg, June 23.-Charles S. Car them always-in co eron, lof a Mrietta, Ohio, President of the Pittsburg and Tube City Railroad Com-That griping and pain are sympt that the bowels are irritated. But Cascarets cause the bowels to re sume their proper functions. One never needs them long. This is the only laxative taken by those who know. You have come to think, perhaps, that such effects are necessary, else you would never endure them. But they are not; they are wicked. pany, walked into the Criminal Court yesterday just as adjournment was being taken and surrendered himself. He mg taxen and surrendered nimself. He was convicted last year of conspiring to bribe, having admitted offering \$10,000 to councilmen to secure the passage of the franchise ordinance giving the pro-jected road an entrance into Pittsburg. When summound for seatence he failed That irritation of the stomach is the cause of nearly all dyspepsia. Cascarets are candy tablets. They are sold by all druggists, but hever in bulk. Be sure to get the genuine, with CCC on every tablet. That irritation of the bowels-causing the lining to callous-is the cause -causing vected road an entrance into Pittsburg. When summoned for sentence he failed to appear, and has since remained in hid-ing. He is said to have been with Harry Bostaph in Toronto, Canada. Bostaph is wanted by the local authorities for the part he is alleged to have played in the bribery scheme, and District Attorney Harry L. Goehring is preparing to ex-tradite him. of consti azcarets Cascarets bring the same results without injury. They never gripe—never pain. They are as harmless as lamative foods. Salts and pill cathartics increase the trouble that you seek to cure. Harry L. Goehring is preparing to ex-tradite him. Cameron, it is charged, offered a bribe to Common Councilman W. A. Martin, who displayed willingness to accept it, and was in consequence sent to the Western Penitentiary for a term of three recommendences of 819 ********************** The Paper on Which "The Times" is Printed term of three years. Cameron, as President of the Tube City Railroad was the centre light in the scandal which wrought up the Pittsburg Council for so many months. is Made by the **Riordon Paper Mills**, Limited CANADIAN INDIANS' CLAIM. Delegation at Albany to Prove Their at Merritton, Near St. Catharines Rights to a Grant. Albany, June 23.—A delegation of Caynga Indians, who for generations have been living in the Province of Ontario, Camada, appeared at the Ex-centive Chamber to day to establish their claim jo the \$2,300 which is an-nually appropriated by the Legislature to tribal descendants of Chief Fish Car-rier. In 1788 the head of the tribe deed-ed to the State lands in Western New York, the consideration being \$2,300 to be paid annually to the tribe. For years the State has been paying the money to the remnant of the tribe left in this State. To-day Chief Smoke Fish Carrier and four others brought papers and a medal THEY ALSO MAKE BUILDING PAPER AND ARE THE LARGEST MAKERS OF SULPHITE PULP IN CANADA Head office, Mark Pisher Building, Montreal, where all correspondence should be addressed. ······ Try the Little Railway Size Admisfour others brought papers and a medal given by Washington to Chief Fish Carrier to prove that they are the real descendants and entitled to the money. The entire matter was turned over to the State Comptroller's Department for investigation. sion Tickets for Church Concerts and Entertainments of all kinds TORONTO, HAMILTON & BUFFALO 0000000000000 DROWNED IN THE HUMBER. Nothing So Cheap Nothing So Handy George Dean, 17 Years Old, Lost His Easily Kept Track of Numerically Numbered 100 Different Patterns | Can't Be Counterfeited Only \$1.50 Per 1000

And in larger quantities cheaper still.

The TIMES is the only office in the city that supplies this class of tickets, and we print millions of them during the year.

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Corner Hugheon and Times Printing Company

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Job Printing of every description from a threecard.



TRAVELERS' GUIDE

- - -

GRAND TRUNK RAILWAY SYSTEM. Nisgara Falls, New York-*3.30 a. m., *5.57 a. m., 19.66 a. m., *9.67 a. m., *5.60 p. m., *7.66 p. m.

a.m., 19.06 a.m., *9.07 a.m., *5.00 p.m., *7.06 p.m.
 84. Catharines, Nagara Falla, Bufralo -5.57 a.m., 11.120 a.m., 2019 p.m., *5.00 p.m., 15.36 p.m., *7.06 p.m. failed a.m., *8.50 p.m., *7.06 p.m. failed a.m., *8.50 a.m., *9.02 a.m., *9.04 m.m., *7.05 a.m., *7.05 p.m., *7.05 p.m

17.55 a. m., 11.33 p. m. (7.65 a. m., 11.33 p. m. (7.05 p.m.) Jarvis, Port Dover, Tillsonburg, Simoos-19.00 a. m., 19.10 a. m., 15.25 p. m., 15.33 p. m. Georgetown, Allancais, North Bayr Collings-merrie, Scint, 00 a. m., 11.65 p. m. Berrie, Scint, 00 a. m., 11.66 a. m., 10.45 a. m., 11.120 a. m. and 10.6 p. m. a. m., 11.120 a. m. and 10.6 p. m. North Bay and points in Canadian North-west-fills 20 a. m., 90.06 p. m. Terooto-16.00 a. m., 11.30 a. m., 230 p. m., 73.40 p.m., 16.35 p. m., 71.0 p. m., 75.65 m. m., 90.6 p. m. Hilling and Points for Control and Fast-ria for the start of the start Point of the start of the start of the start plates and point start of the start of the start plates and point start of the start of the start (7.65 a.m., 71.0 p.m., 71.55 p.m., 90.6 p.m. Belleville, Brockville, Mootreel and East-fields a.m., 71.0 p.m., 75.5 p.m., 90.6 p.m. Belleville, Brockville, Mootreel and East-fields a.m., 71.0 p.m., 75.5 p.m., 90.6 p.m. Baily, elogal.

CANADIAN PACIFIC RAILWAY.

CANADIAN PACIFIC RAILWAY. 7.40 a.m. for Toronto, Lindmay, Bobcsy-genetic seed, Kingston, Ottawa, Montreal, Guebee, Sherbrooke, St. John, B. Hall-Provinces and new England States. 8.85 a.m. for Toronto, Tottenham, Beston, Aliketon, Coldwater, Bala, the Munkoks Lakes, Parry Sound, Point au Baril, Byns Inter and Sudbury. 18.40 a.m. (daily) for Toronto, Tottenham, Beston, Alikiton, Coldwator, Bala and ali 19.10 a.m. for Barnother, Bala and ali 20.10 a.m. for Barnother, Barnishing sapress for Owen Sound, Sauli See, Marta Ford Willsam, Winnipeg, Caigary, Edmonton and ali points in the Northwest and British Commbia. 3.15 p.m. (daily) for Toronto, Tottenham, Beston, Alliston, Craighurse, Myrile, Lind-say, Bobayeon, Peterboro, Tweed, Brang-ton, Fergua, Elore, Orangeville, Owen Sound, Arthur, Mours Foreone, Harriston, Wingham 19.60 p.m. for Toronto, Portland and Beston, aliston, Craighurse, Canadian Northwest, Montreal, Quebec, Sherbrooke, Poriland and Beston, Sue for Alliston, Coldwater, Bala, Party Sound, Sudbury, Sauli Ste. Marte, Fort William, Winnipeg, Canadian Northwest, Kotemay and British Columbia points. Traine isove Toronto 7.30 a.m., (daily), 3.30 p.m., (daily), 1.15 p.m., 1.16 p.m.. TORONTO, HAMILTON & BUFFALO

RAILWAY. Leave Hamilto HAMILTON RADIAL ELECTRIC RAIL-WAY.

 WAY.
 WAY.
 Chambra Balla
 Commencing May 23rd, 1906, Cars beave Hamilton for Eurilington-610, 7168, 8, 910, 10.10 ° 10.30, 11.10 a. m. 12.10, *1.30, 1.10, 825, 9.10, 10.30 p. m.
 Cars leave Hamilton for Oskvilke-510, *5, *10.8 a. m. +130, *2.30, *5.10, *0.5.
 Tok Star & Saks 8.10, 10.10, 11.10 a. m., Cars leave Burfington for Hamilton-610, 7.10, 8.10, *6.5, 8.10, 10.10, 11.10 a. m., Cars leave Oakvilke for Hamilton-7.50, 9.35, 11.60 a. m., 2.80, 4.64, 9.50 p. m. SUNDAY SERVICE. Leave Humilton for Burlington-6.10, 9.10, 10,10, 11.16 a. m., 12.10, 1.10, 2.10, 3.10, 4.10, c 5.10, 5.10, 7.10, 8.10, 9.10, 10.10, m. Leave Hamilton for Oakville-5.10, *11.10 a. 8 m., 2.30, 5.30, 8.26 p. m. Leave Burlington for Hamilton-5.10, 9.10, 10.10, *0.05, 11 a. m., 12.10, 1.10, *1.25, 2.10, 3.16, 4.10, *4.25, 5.10, 6.10, 7.10, *7.25, 8.10, 9.10, 10.30 3.16, 4.19, *2.26, 5.20, *2.47, *2.57, BRANTFORD & HAMILTON ELEG-TRIC RAILWAY. TEMPORARY TIME-TABLE. Commencing Saturday, May Strid. Commencing Saturday, May Strid. a may hat Saturditon - 6.30, 2.30, 11.00 a may hat Saturditon - 6.30, 2.30, 5.00, 5.20, 11.00 a may strid and strid and strid and strid to a may strid and strid and strid and strid and strid to a may strid and strid and strid and strid and strid to a may strid and strid and strid and strid and strid to a may strid and strid and strid and strid and strid to a may strid and strid and strid and strid and strid and strid to a may strid and strid and strid and strid and strid and strid to a may strid and stri

Life There. Toronto, June 24.—After dragging the river for several hours, the body of Geo. Dean, aged 17 years, of 63 Macdonell avenue, Parkdale, drowned in the Hum-ber River yesterday morning, was re-covered by Mr. Charles Nurse at about 5.30 o'clock last evening. Dean and Ecker were spending their vacaction at the Humber, and had just begun the second week of their holidays. Dean had only been in the water a few minutes when he suddenly disappeared from view. He was not a very good swimmer and as his friend, who was almost ex-hausted, was some distance away. Dean had gone down for the last time before assistance could reach him. Ecker says he asked two men who were sitting on the side of the bank fishing to render the side of the bank fishing to r the side of the bank fishing to render help, but they told him they could not swim. Dean was drowned near the spot where a West Toronto boy lost his life recently. ENGINEER WAS KILLED. Wreck in the Grand Trunk South Mildmay. June 24 .- Engineer W. All

Life There.

Toronto, June 24.-Engineer W. All-ward, of Southampton, met almost in-stant death in a wreck on the Grand Trunk about three and a half miles south of Mildmay on Monday night, and J. O'Keeler, a fireman, of Southampton, and E. Boundy, a baggageman, of Palm-erston, were badly injured. Abeut one hundred and twenty passengers on the train received a bad shaking up. The wreck was caused by a washout.

FOUND OLD MAPS WRONG.

Waterways' Commission ** Work on Boundary Line.

Toronto, June 24 .- The International Toronto, June 24.—The International Deep Waterways Commission met at the King Edward Hotel yesterday, and transacted routine business in connec-tion with the differentiation of the boundary line between the two countries. The old maps were gone over and found to be generally wrong. In addition, the commission will dis-cuss how to prevent poaching on the Great Lakes.

CARRIED SIXTEEN PEOPLE.

at present." The Railway Arrangements. The Grand Trunk and the Canadian portation of grain that had been ship-ped to Kingston for barges through the St. Lawrence Canal system. Mr. Reid, foreign freight agent of the Grand Trunk, announced this after-moon that Mr. Cuttle, of the Montreal Transportation Company, had been to see him and us a result of the con-ference a special rate would be granted for the grain now at Kingston. As

Via Lehigh Valley Railroad, June 26th, \$11 round trip, from Suspension Bridge. Particulars 54 King street east, Toronto.

Montreal-Canada, \$30,000. It will take several days before Sun, 880,000. Western, 824,000. you can get pattern.

WESTINGHOUSE STOCK. Plan for New Issue of Six Million

Dellar New York, June 23.-Reg

on. Although no official statement was issued, it is understood that a very large part of the creditors, including the mer chants and stocknolders, had already an ed their approval of the new

FXPLOSION ON A YACHT.

One Man Injured and Boat Burne

to Water's Edge. Toronto, June 24.-When the storm was at its height yesterday afternoon a hunting cabin and semi-racing yacht, owned by Mr. Fred. J. Phelan, aon of Thomas P. Phelan, Freshlent of the On-

owned by Mr. Fred. J. Pheian, son of Thomas P. Pheian, President of the Can-ada Railway News Campany, and who resides at 432 Weilington Street west, was destroyed by fire, and Joseph Pul-ler, a machinist in the employ of the Toromto Canoline & Engine Works, who was working in the hoat was seriously burned about the feet, hands and right side of the face.

burned about the feet, hands and right side of the face. Messers. Fred. Phelan and Ben Hutch-inton marrowly escaped with their lives. Hutchinson is a professional suilor, em-ployed by Fred. C. Clarke, owner of the sailing auxiliary yacht Papoose, which was moved near the yacht destroyed. There was an exposion when the fire started, but just how the fire originated is a mystery.

Around for Two Hours. Berlin, June 23.—Count Zeppelin's new gigantic airship, with sixteen per-sons aboard, including the Count, made a very successful trip this afternoon, man-oeuwring without a hitch for two hours and thirteen minutes. The new side steering gear, which was fitted provis-ionally, answered its purpose admirably. It has been decided to rig a similar, but larger, gear for the next trial. New York, June 23.—Representatives of the various creditors of the Westing-house Electric & Manufacturing Com-pany held a meeting the last three hours to day at the law offices of Joline, Lar-kin & Rathbone. Those present at the meeting included representatives of the stockholders, the Merchant Creditors and Readjustment Committee. At the con-clusion of the meeting it was announced that an adjournment had been taken un-til to-morrow, when the plan to issue \$6,000,000 of new stock will be acted up-on. Although no official statement was CHURCHILL WON LIBEL SUIT. Manchester Paper Accused Him o Cowardice and Must Pay £300. London, June 23.-Winston Church-ill has won his suit against the Man-chester Courier for libel. Some time ago the newspaper in an article di-rected against Mr. Churchill charged him with having tried to escape ser-vice in South Africa during the Boo-War.

Her Mother's Murderer.

Her Mother's Murderer. Vancouver, June 23.—A Bellingham despatch states that James Jenkins, ar-rested 35 miles south of Bellingham, has been identified by little Mary Mor-rison as the nurderer of her mother at Hazelmere a fortnight ago to-day. The prisoner was dressed m prison clothes. Mary identified Jenkins' clothes in a pile of others.

George Dean, aged seventeen, was browned while swimming in the Don, foronto, on Tuesday.







