TERRIBLE TRIP IN FLAMING FOREST

Minnesota Homesteader, Wife and Seven Children Undergo Heart-Rending Journey

Grand Marias, Minn., May 13.—John B. Elving, and his wife, with their month old baby and their six other children, the eldest of whom is 15 years old, are being cared for in a temporary hospital here, following a heart-breaking forty mile trip through the sparsely settled and flaming forests between here and Upper Brule Lake. It took them five days to cover the distance and they were almost exhausted, burned and frozen to death. Two of the smaller children were saved from drowning from the swift current of the Brule river by a giant Newfoundland dog. Fleeing homesteaders have left the district uninhabited.

Almost Suffocated.

When Elving and his family were routed from their beds early Sunday morning by advancing forest fires on all sides, they beat a hasty retreat with a small stock of provisions. The overhauling smoke almost suffocated and blinded the fugitives, and fearing the unknown perils which might await them in the unmapped forest, Elving stuck stubbornly by the shores of the lake and Brule river. The first day and night they progressed ten miles, so near to deers, bears and other wild beasts that Elving was forced to drive them to one side to furnish passage for his terrified family. The cracking of flames in the underbrush and the roar of the wind swept blaze through the tree tops over head rang constantly in the ears of the fugitives. Burning cinders dropped on the bare headed woman and her children.

Wife Overcome With Fatigue.

The second day they advanced only five miles. The woman was overcome with fatigue. She became hysterical and would not permit her husband to carry the babe. They reached a former settlement and replenished their exhausted provisions. The night winds from Lake Superior chilled them to the marrow and Elving made a fire in a vegetable cellar. In the morning he discovered the fire made further progress impassible. The next midnight when the glow ahead seemed to have died out the fugitives again set forth. They proceeded about five miles, when suddenly, upon rounding a bend in the river, they saw a veritable furnace speeding through the dry and cracking timbers towards them. They retreated a short distance and the fires were discovered behind them.

Dog Saved Children.

Elving with his axe, cut limbs from trees on the bank, sought a favorable place in the stream and stationed himself and his family neck deep in the water underneath a wetted screen of underbrush which they saturated from time to time until the fire burned out. The fourth day surtounding fires again forced them to retreat to the same artific but the deep river boiled them between the narrow banks and two of the younger children, who ventured too far out, were swept away in the current. The big family dog, who had so far, by swimming the river, evaded the flames, helped Elving to rescue them.

Thursday morning the family reached an abandoned homestead, where they found an ox and cart in which they made the rest of the journey to Grand Marais.

SIMULATED A CHARGE.

Two Hundred Men Battle With An Imaginary Foe.

New York, May 10.—Fifth avenue society looked on yesterday at the tactical manoeuvres of 200 mounted policemen drilling on the plaza, and later engaging in a charge on an imaginary mob in the east drive of Central Park.

The windows of the big hotels in the vicinity were crowded with spectators, and even the roofs of many of the buildings had occupants while the drill was going on.

Deputy Police Commissioner Kerby, Chief Inspector Schmittberger, the "veteran" of the force; Inspector Boettler and other police officials were present to witness the manoeuvres, which meant an hour's hard work by the police.

There were also several army officers on the ground, and their watchful eyes were quick to catch the skillful moves of the police. Acting Captain Corbett, drill master, took his men through all the maze of the drill by which the mounted police are trained to meet almost any emergency which may arise from an encounter with a mob. When it was all over the army officers and the police officials alike enthusiastically commented upon the work.

A great crowd in the streets saw the manoeuvres. When it came to the charge up the East End Drive itno the park, the spectators cheered and waved their handkerchiefs and hats in the air.

Hundreds of women were in hotel windows and they displayed the greatest interest in the drill. The police who took part in the manoeuvres are members of the mounted squads A, B and C.

C. P. R. Expansion in Ontario.

London, May 11.—In consonance with the matured plans for Ontario, the C.P.R. had made large purchases of land in the northwestern end of the city for a depot and roundhouse and shops. The C.P.R. has had confidential agents at work quietly for months buying up whole blocks of lots along Lorne as ture, Quebec street, Ontario street and other streets adjoining Adelaide about 75 acres in all.

A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Liniment drives away the pain at once and cures the complaint quickly. First application gives relief. Sold by all dealers.

DISPENSE WITH SCAPULAR.

Pope to Extend Concession To Catholic Society Women.

Milwaukee, Wis., May 11.—A special edict from the Pope will soon be read in all Catholic churches, according to a statement at the residence of Archbishop Mesmer, permitting Catholic women who wish to wear peekaboo waists in the decolette corsages or low cut yokes, to dispense with the wearing of the scapular under such circumstances. The wearing of the scapular has formerly prevented the women of the church from wearing the low cut gowns. The letter of the pope follows:

"The holy father who is interested in his children, is desirous that Catholic women, who take an active part in social affairs, be not restricted in the dress proper for social requirements by any open insignia of their faith, and therefore dispenses them from wearing their scapulars where they will be conspicuous or doing away with them altogether if they desire. This edict, however, does not mean that they need not be enrolled in the order, for that obligation still holds, but after they are once enrolled, they may put aside the scapular and in its place carry a small medal of the blessed Virgin in their pockets or wherever they please."

AIRSHIPS NO USE FOR MILITARY PURPOSES

German Ministry of War Condemns Zepplin Type of Airship—Great Feud Has Been Caused Between Inventor's Friends and the Government Because of Condemnation.

Berlin, May 12.—The condemnation by the Ministry of War of the Zeppelin airships for military purposes has occasioned a feud between the supporters of the inventor and the government. Count Zeppelin voiced hi spersonal indignation tonight at a dinner in his honor at which many leading politicians were present. He declared the Ministry of War had put difficulties in his way and he feared the Kaiser had been influenced to believe that the Zeppelin type of airship wa sworthless.

The wreck of the airship at Limburg was due to the gros sneglligence of its military manipulators, he asserted. He refused to allow his invention to be discredited for the purpose of shielding those responsible for the disaster, and he said if the attacks continued he would publicly appeal to the Reischstag, an act which would be likely to result disastrously to the Ministry of War. Count Zeppelin's outburst has caused a sensation among the public, the bulk of whom regard him as a national hero. The affair promises some lively developments.

STRIKERS THREATEN MINES

Will Not Allow Requirements of the State Law to be Fuulfilled.

Peoria, Ills., May 13—Reports from all parts of the state that the idle miners will not permit other members of the union to make repairs and install the new fire-fighting devices in the mines, has aroused the operators and they have asked for a joint convention tomorrow to take some action to stop the trouble. William Hartshorn, an operator, received a telegram that the superintendent of his mines at Danville had been notified that if work did not cease a thousand miners would storm the pits tomorrow and drive out the men employed. The news came from Marysville, Toulsa, Spring Valley and a score of other places that all work had been stopped by mobs of miners.

The miners will be asked in convention tomorrow to take drastic action against the offenders.

The state law provides that the changes to be made in the mines for the safety of the miners must be completed before July 1. Unless work is permitted it will be impossible to complete the changes.

The reason given for the mobs of strikers driving out men at work is that those on strike refuse to stand by and see others earning money.

FIERCE DUEL IN PARIS.

Journalist and Professional Swordsman Meet Each Other in Combat.

Paris, May 13—An exciting duel took place today before a large number of spectators in the St. Paul riding school. The combatants were Jean Gungle, a journalist, and Joschimo Cajetti, a professional swordsman. The conditions of the duel which was the result of a quarrel in a restaurant were particularly severe. In the first bout the newspaper man ran the Italian through the forearm and blood rapidly flowed. Despite the threats of the wounded man the seconds would not allow the fight to continue. The adversaries were reconciled, declaring themselves delighted with each other's courage.

DYNAMITE EXPLODED.

Laborers Had Narrow Escape at Indiana Quarry.

Logansport, Ind., May 13.—An explosion that broke window glass six miles away, put out lights and knocked people who were at supper from their seats, destroyed the inside of the temporary powder house of the Casparis Stone Company, of Columbus, Ohio, at Trimmer tonight. The building destroyed contained 200 pounds of dynamite. Five laborers out of several hundred camped in cars about the lime quarry were injured, but none were killed. Five tons of powder in the main storage room, within 100 yards of the explosion, failed to ignite.

Fell In The Fly Wheel.

Shubenacadie, N. S., May 13.—Jason Freeman, workman in a sawmill here, slipped and fell into the fly wheel at the foundry and was instantly killed.

PAPERS FIGHTING FOR FAIR TELEGRAPH RATES

Western Publishers Present Strong Case to Railway Commission in Support of Application for Reduction in Press Rates Charged by C. P. R.

Winnipeg, Man., May 13.—For three and a half hours this afternoon the assistant chairman, D'Arcy Scott and Dr. Mills of the railway commission heard the further threshing out of the western press rate situation by members of the Western Associated Press on the one hand, and the legal and official talent of the C.P.R. telegraphs on the other. A conclusion of the argument was reached about half-past five, which permitted the commissioners a bare half hour to make their car on the east bound train.

After tearing to pieces the latest schedule filed by the C.P.R., the western publishers submitted a press tariff of their own, which they claimed was the first scientific and complete effort to deal with the whole situation. It was based on the agreement reached between the publishers of Quebec and Ontario and the C.P.R. and would give a profit to the telegraph companies and at the same time would be acceptable to Western newspapers and the public of the West.

This schedule purports to provide for the exchange of all press messages, whether of a news association or of specials between Eastern and Western points, and vice versa.

E. W. Beatty, of Montreal, C.P.R. solicitor, said that they had not had time to consider this chedule which they had only received that morning, and at the conclusion of the sitting, the commissioners granted time for a reply on behalf of the C.P.R. which will probably be ready by the time that the board hears the objections of the Eastern publishers to the last filing of that company, which hearing is set in Ottawa early in June. The other two telegraph companies concerned, the Canadian Northern and the G.N.W., only appeared incidentally in the argument.

At the opening of the proceedings, Mr. Beatty stated that the C.P.R. was not desirous of imposing rates which would be unprofitable to the publishers. At the same time the C.P.R. had been losing forty thousand yearly in providing a press service for the west and wanted to cut out this loss.

For the western publishers, M. E. Nichols, president of the Western Associated Press, showed that the second schedule filed by the C.P.R. was but the original one which had been objected to in Ottawa, and was withdrawn by the company, in disguise, for it imposed on the West the same increase over existing rates of over one hundred percent. He argued that the framers of these sechedules had been trifling with both the Railway Commission and Western newspapers and it was about time that the preparation of a schedule should be taken out of the hands of the telegraph companies. Mr. Nichole went on to points out that the C.P.R. had permitted the papers of the East to get together so as to pay a minimum rate, but this was not permitted to Western papers who were split up by arbitrarily selected districts which killed all effective co-operation to secure minimum rates. He contended that there was the same community of interest between papers west of the Great Lakes as there was in Quebec and Ontario and they should be allowed the same advantage of grouping together as in the East.

To this Mr. Beatty answered that the Ontario and Quebec rates had been arranged to meet the wishes of Eastern publishers, who bound themselves to take the maximum amount at a rate which would disturb as little as possible existing conditions.

J. H. Woods, of the Calgary Herald, showed that at his point which was non-competitive and where he was the only paper not taking the C.P.R. service, he was at present paying a rate which was but little more than half the rate asked by the C.P.R.. He contended that if what he was paying afforded the C.P.R. a profit, as it must, then the new rate was excessive. Mr. Camp, a C.P.R. official claimed that the West represented an annual loss of forty thousand dollars, so far as press carrying was concerned.

Dr. Mills thought the company books should show this. Mr. Camp replied that the audit department managed te whole system in bulk and no department knew just where it stood.

J. W. Dafoe, a director of the Western Associated Press, then explained the schedule or tariff submitted that day by the Western Associated Press. He said that after several failures on the part of the telegraph companies to submit reasonable schedules, he thought it was about time that Western publishers should be fair alike to themselves and to the telegraph companies. Western papers were not looking for charity from the C.P.R.

Thug Had Novel Accomplice.

New York, May 12—If any well dressed stranger tries to interest Antonio Di Martino, of Brooklyn, in the mysteries of electricity, he will be the victim of a vendetta that will make the Corsican brothers row look like a peace conference. Antonio took a day off and visited the Bowery. He had a great time in a penny arcade until he bucked up against the electric battery. "Pull it all the way out," suggested a natty youth as Antonio grasped the handles. Antonio did. He couldn't let go. While he stuck to the machine the natty youth relieved him of his wallet containing seven hard-earned plunks.

GERMAN MARINES KILLED WHILE LAYING MINES.

Berlin, May 12—Five men were killed and three injured in an explosion on board the German torpedo boat S, 34, near Heligoland today. The extent of the disaster is unknown.

IS SENTENCED TO HANG ON JULY 13

Jury Returns Verdict of Guilty in MacLachlin Murder Case at Whitbey

Whitby, Ont., May 13.—The jury returned a verdict of guilty at 5.37 o'clock this afternoon in the McLachlin murder case. George Tate Blackstock, K. C., for the crown, in a masterly arraignment said:

"There are certain facts that both sides admit. The first is that this household was an unhappy one. You have heard how Archie McLachlan was happy anywhere else but with his wife and family. He ever maltreated his children. This was a miserably unhappy family. And yet at the coroner's inquest this man took the gospel of heaven in his hands and swore he had no trouble with his wife on thate day or any other day, which is admitted to be a miserable falsehood. And what was she, faithful, courageously noble, performing her duties, as wife and mother ,though borne down by maladroit conduct of her unhappy spouse. And what was he, mean, miserable, dishonest, despicable men, the rotten apple in the barrel, which contaminated the whole lot; worthless, abandoned man, whose conduct I'm sure I rightfully condemn.

Stern Lesson of Law.

"Sterner lessons are taught in the courts of law than from the pulpits, and we have one of them here. It teaches us all how solicitous we should be for the wives and mothers of our families. The Crown is not affirming the impure relations existing between this man and the young woman. However, whether they reached the limit of their culpability has nothing to do with the case. For weeks, months, before the fatal day, he lived for this girl, showing her letters to every one. It was his incessant subject of thought and conversation. Right on Christmas threshold of this crime he kept it going, right along to the hour of the tragedy and even 36 hours after, while the blood was still red on his hands, he sneaked away to Doctor Shore's office to see if he could not again see this girl

Not a Case of Drunkenness.

"He was a monomanaic on the subject. This is not a case of drunkenness, for several witnesse have told you that he wa sober that night. In adition we have the fact that on that night wo things happened together, poison in the stomach of Mrs. MacLachlin and fire in the house of Mrs. MacLachlan, a race between them to effect an end. These things were coupled and fire and poison were linked together in his mind.

"In facts we get the frame work in which the thing that occurred that night happened. That do you say if he did not care for his wife and that he did care for Miss Nix? That he threw up his position was next day. So all you need is to put them all together. He had the poison and when temptation came to him, he did not have the strength to resist. Moral not he was, the only thing that stood in his way was his wife, and the only thing to do was to push her out of the way."

Judge's Summing Up.

Justice Teetzel said: "This tragedy was no deliberate act of the woman or of the prisoner. Which act does the evidence go to establish? Is there anything to estab sh the former? If not there remains the only explanation that it was the act of the prisoner and him alone. All the facts will lead fair men to the irresistable conclusion that this man is guilty of the crime with which he is charged."

The jury was out one and a half hours.

MacLachlin seemed dazed when the judge sentenced him to be hanged, July 13. He had to be supported by the town constable when leaving the dock.

The crime for which MacLachlin must pay the penalty with his life was that of administering strychnine to his wife, and then burning down his house. The motive for the crime was his infatuation for a young woman named Miss Nix.

EXAMS. TOO SEVERE.

Large Percentage of Failure Among Manitoba University Students.

Winnipeg, Man., May 13.—A feature of the University examination results announced this morning is the large proportion of failures and part failures of the first, second and third year men. Of 134 first year students in the arts course, 34 were total failures, and no less than 58 will require to take supplementary examinations, only 42 passing clear. So remarkable is this that Principal Sparling predicts a commission to inquire if some of the rejected students were not deserving of their standing. tudents claim the standing is too high and the work never before stiffer, and it is reported some professors agree that it is too stiff.

RAN OVER CHILD.

Pedlar Charged With Murder of Toronto Child.

Toronto, May 12.—Zola Jacob, a 32 year old pedlar, living at 28 Alice street, is charged with the murder of three year old Ada Haberman, of 95 Terulay street, who was run down by Jacob's wagon this afternoon and instantly killed. The charge will probably be reduced to manslaughter. Jacobs was driving in Terulay street and the child was playing on the roadway. The little one fell beneath the wheels and was dragged fifty feet, being picked up dead. Jacob declares he was driving slowly, that the child ran or fell under the wheels and that he pulled up immediately. Other witnesses say he was driving furiously

Tidal Wave Sweeps Away Boats.

Catania, May 13—A tidal wave has swept away a number of fishing boats here. The extent of the disaster is unknown.

NEW U. S. BATTLESHIP LAUNCHED YESTERDAY

Battleship Florida Took The Water at Brooklyn Navy Yard — Largest In the American Fleet.—First Vessel Built Since the Battleship Connecticut Was Constructed.

New York, May 13—The largest fastest and most powerful sea fighter in the American navy, the monster battleship Florida, was launched today at the Brooklyn navy yard. The battleship is the first naval vessel built at a government yard since the Connecticut was constructed at the Brooklyn yard some years ago.

Thousands of spectators witnessed the launching. Long before the hour appointed for the event those persons who were fortunate enough to obtain tickets of admission began to pass through the gates of the navy yard. Many who were not took places of vantage on housetops and factory roofs in the immediate vicinity of the yard. Hundreds thronged Corlears' Hook Park, on the Manhattan side of the East river, from which a good view was obtained of the navy yard opposite. Many of the spectators took their places hours before the vessel slid from the ways, and they waited patiently until the ship entered the brine. Even then they were loath to depart, many remaining for hours to watch the giant hull as it floated at anchor in mid-stream.

The launching party, which was one of the largest and most distinguished that ever witnessed a similar event in this country, was given a place upon the large platform, which had been built around the prow of the battleship. The State of Florida was represented by a large official party. Secretary Meyer and several of his assistants were on hand to represent the navy department. The navy itself was well represented by numerous officers of the battleships Michigan, Connecticut, Nebraska and Rhode Island, all of which are now in port here. The contingent was headed by Rear Admiral Schroeder, commander in chief of the Atlantic fleeta. The commandant and officers of the navy yard looked after the visitors and the workmen of the yard were given a half holiday that they might witness the launching.

Ready to christen the ship, Miss Elizabeth Legere Fleming, daughter of the late ex-Gov. F. P. Fleming of Florida, stood trembling with excitement on the launching stand, the christening bottle poised for the first move of the shrip. Suddenly there was a rendering sound, the weakened beam gave way and the giant hull began to move down the ways. At the same moment Naval Constructor William J. Baxter, who supervised the construction of the vessel, gave the signal to the sponsor. Miss Fleming with admirable self-possession hurled the bottle of sparkling wine at the prow and exclaimed in a clear voice, "I christen the Florida."

Gaining speed every moment, the great hull glided rapidly down the ways into the East river, receiving its first touch of the brine at a few minutes before 11 o'clock. As the future sea terror settled in the water the crowd gave vent to a great cheer, which was soon drowned by the playing of the marine bands and the din created by the booming of cannon and the screech of countless whistles.

Immediately after the launching there was an official luncheon at which the guests yincluded Governor Gilchrist, of Florida and his staff, Miss Fleming and her maids of honor, Secretary of the Navy Meyer, Rear-Admirals Schroeder, Wainwright, Potter and others; Naval Constructor Baxter, members of the Senate and House committees on naval affairs, and eminent representatives of the state and city of New York. A hearty greeting from President Taft added interest to the affair.

The Florida is the latest word in battleships, although England and Germany have prepared plans for super-Floridas. She is the heaviest war ship that has ever been launched in the United States, weighing 9,000 tons as she glided down the ways today, which is 1,000 more tons than the Utah weighed when she was launched at Camden last December. The construction of the Florida was authorized by congress in 1907 and her keel was laid down at the Brooklyn navy yard on March 9, 1909. She is now 63 per cent. completed and is expected to be ready for sea before the summer of 1911.

The Florida is 520 feet long and has a beam of 85 feet 3 inches and mean draught of 27 feet 3 inches. The armor consists of a belt 1 inchesthick amidships, which is more than 8 feet wide. Above this is a second belt 8 feet wide of an average thickness of 9 inches. The lower water line belt is continuous from stem to stern, while the upper belt reached from the forward to the after turret.

A single broadside from the Florida will be almost twice as heavy as that of the entire fleet Dewey commanded at Manila bay. Her main batteries will consist of ten 10-inch guns mounted in pairs in balanced turrets. Each of these guns weighs 50 tons. In addition to these big guns the battleship will have a secondary batter yof fourteen 5-inch rapid fire guns, four 3-pounders, four1-pounders, two machine guns, two field guns and two submerged torpedo tubes.

Ontario Centenarian Dead.

St. Thomas, Ont., May 12—Perhaps the oldest resident of Western Ontario is dead at Tilsonburg in the person of Mrs. Margaret Mahoney, at the age of 103 years. The old lady could boast the unusual distinction of having lived during the reigns of six sucessive sovereigns.

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CORNWALL FILES HIS DEFENCE IN SUIT

His Reply to The Statement of Claims in the Hawes Case For $250,000—He Denies Practically All The Allegations Made.

The defence has just been filed in the Supreme Court on behalf of J. K. Cornwall, in the case of Hawes vs. Clarke, Cornwall, Minty and others, in which the former member of the Athabasca Syndicate claims damages to the amount of $250,000, arising out of the Alberta and Great Waterways transaction.

Mr. Cornwall is represented in this action by Short, Woods, Biggar & Collison. It is possible that the case may come on for trial at the June sittings of the Supreme Court, but the time of trial has not yet been set down.

Mr. Cornwall, in his defence, takes practically the same ground as was set out in his evidence before the Royal Commission. The defence, which has been filed by him, is as follows:

Without admitting that the statement of claim shows any cause of action against him, this defendant in answer thereto says:

1. The syndicate in paragraph 2 of the statement of claim referred to had the rights to organize a company known as The Athabasca Railway Company incorporated by Statute of the Dominion of Canada, being Chapter 58 of 4 and 5 Edward VII., but such company had and has never been organized and has never become entitled to any rights and has never had any undertaking.

2. Otherwise than as aforesaid the said syndicate had no rights and the said company had upon organization the powers given to it by the said Act and by further Acts of the Parliament of Canada being Chapter 61 of 6 and 7 Edward VII. and Chapter 45 of 8 and 9 Edward VII. and no other rights, powers or privileges whatsoever.

Had Not One-Sixth.

3. The plaintiff had in the said syndicate one a one-sixth but only a 22-140 interest, of which 12-140 did not represent cash paid out but was allotted to the plaintiff for services on behalf of the syndicate performed or to be performed.

4. This defendant's interest represented an actual cash outlay on the part of this defendant to the full amount and no share or interest whatever was allotted to this defendant otherwise than for cash.

5. It was never at any time the special duty or business of this defendant to procure a subsidy for the construction of The Athabasca Railway as alleged in the statement of claim or at all, or if it ever had been such duty or business, the same had terminated in the month of April of the year 1907 or in the month of April, 1908, and long before any of the matters in question herein had arisen and this defendant had no interest at the time any of the matters in question herein arose in the Athabasca Railway Company by reason of any subsidy being granted, and would not have benefited under any such contract as is referred to in paragraph 4 of the statement of claim, or at all, by reason of any such grant.

Never Negotiated Bonds.

6. The plaintiff was never authorized or empowered, and it was never his duty as a member of the syndicate, or otherwise, to negotiate any bond or securities as alleged in paragraph 4 of the statement of claim, or at all, or to procure any funds from any person to carry out the enterprise.

6a. Any agreement with the plaintiff with respect to his negotiating the sale of any securities of the company or procuring any funds for the purposes of the company had been abandoned both by the plaintiff and the syndicate by reason of the plaintiff's absolute and complete failure to sell any such securities or procure any such funds, of which failure and abandonment the plaintiff well knew.

Did Not Tell of Negotiations.

7. The plaintiff did not in March, 1908, or at any time, communicate to this defendant that any negotiations for the successful promotion of the undertaking or any successful financial outcome depended upon any government guarantee as alleged in paragraph 5 of the statement of claim or at all.

8. The plaintiff did not have the exclusive right to finance the undertaking or dispose of its securities or any right to any commission upon any moneys procured as alleged in paragraph 5 of the statement of claim or at all, and was never at any time able to get any financial aid for the undertaking. He was not prevented from doing so by reason of any of the matters in the statement of claim referred to, but on the contrary wholly failed to procure any promise of financial aid on any conditions whatever.

9. The defendant Minty ceased to act as solicitor for the syndicate in the early part of 1908 and so advised the syndicate and the members thereof, who including the plaintiff fully understood that he had so ceased.

10. The assistance of this defendant was never procured by the defendant Clarke through his agent Bowen or otherwise.

11. This defendant was never in any manner whatsoever engaged in the incorporation of any railway under a provincial or any other charter for the purposes in paragraph 15 of the statement of claim mentioned or any purposes and this defendant did not continue or attempt to obtain any assistance whatever from any government, and if any negotiations for that purpose were entered into by any of the defendants, any conirol the defendant Clarke had, the charter of the Athabasca Railway Company had nothing whatever to do with such negotiations and formed no part thereof.

12. The defendant was not during the months of September to December, 1908, or at any time engaged in the promotion or financing of the Alberta and Great Waterways Railway Company and had not at that or any other time anything whatever to do with the said undertaking or company or anything connected therewith and had at no time any interest therein, or in connection therewith.

13. The defendant Minty was never allowed a commission of $5,000 in stock of any company or otherwise for making the sale of the Athabasca Railway Company undertaking or otherwise in connection therewith.

14. There was no block of stock of $100,000 or any other amount in the Great Waterways Railway Company, or any other company, in which this defendant ever had at any time any interest, but on the contrary this defendant released and disposed of all his interest of every nature in the Athabasca Railway Syndicate or in the company or otherwise in connection therewith in the month of July, 1908, and as not since the said date had any interest therein or in the promotion, organization or financing thereof or any connected company or syndicate.

15. This defendant has not and has not had since July, 1908, any control of os ownership or interest in the Athabasca Railway Company and the existence or whereabouts of such control or ownership was and is absolutely immaterial to this defendant for the purposes in paragraph 26, or any purpose whatsoever, and such ownership and control had nothing whatsoever to do with any guarantee of railway bonds made by the Province of Alberta.

No Suggestions to Clarke.

16. This defendant never gave any information or made any suggestions to the defendant Clarke or to any of the defendants or any other person with respect to any financial arrangements made or to be made by or on behalf of any of the defendants.

17. This defendant has never acquired any rights in substitution for the original rights held by him as a member of the syndicate and has never held himself out as in control of any of the rights of such syndicate.

18. This defendant never had and never has had any agreement with the defendant Clarke or any other person to get $100,000 or any other sum in cash or to get $100,000 or any other amount of stock in the defendant Construction Company, or any other company, and has never had any agreement to give any services or get any reward whatever as remuneration for any services in procuring government or other aid or any other services, and says that the allegations in paragraph 29 of the statement of claim are not made in good faith but are made maliciously and with intent to injure and defame the defendant.

19. This defendant has no knowledge of the allegations in paragraphs 8, 9, 10, 13, 14, 16, 17, 19, 20, 21, 23, 24, 25, 26, 31 and 32 of the statement of claim, but denies the allegations in the said paragraphs respectively and put the plaintiff to the strict proof thereof.

20. This defendant asks that this action be dismissed as against him with costs.

Massey-Harris Binder, the world's favorite, has a frame built like a bridge.

The White Slave Traffic.

Kingston, Ont., May 12.—According to a statement of a young man to Justice of ePace Hunter, there are men and women engaged in the white slave traffic at Yorket, on the Boy of Quinte railway. The young man asked to be sworn in as county constable so he could make arrests. He claims his sister has been held at a house against her will for immoral purposes and wished to be made constable so he could rescue her from a life of shame. The case has been reported to Crown Attorney Whitney, and there will be an investigation. It is alleged the girls are kept at this house and the ntaken to the States by two women.