

SEVENTY-FIVE SWEEPED TO DEATH BY AN AVALANCHE

Blizzard in the West Causes Disastrous Snowslides—Five Hundred Men Working to Recover Bodies

WALLA WALLA, Wash., Feb. 28.—A special from Wallace, Idaho, says: "With a furious blizzard blocking efforts of rescuers progress in recovering those buried in last night's avalanche is almost impossible. Five hundred men sent from this city had recovered only twelve bodies at 8.30 a.m. It is practically certain that more than 100 persons have perished."

"Mace is divided into parts known as Upper and Lower Mace. The catastrophe occurred in Lower Mace, where are quartered about 300 miners employed in the Standard mines. Most of these men are unmarried and live in the Hotel Standard. Meagre reports by telephone to this city are to the effect that this hotel was in the path of the avalanche."

"Through first reports of the disaster were that the town of Gem, Idaho, located a mile above Mace on the same side of the canyon had been overwhelmed, later news seems to indicate that this town escaped."

"WALLACE, Idaho, Feb. 28.—An avalanche which has threatened the little town of Mace five miles up the Canyon from Wallace for two days, descended last night about 11.30 with a roar heard in Wallace, and buried in its path twenty-five families, or about seventy-five souls. How many of these are dead will not be known until some time later this morning and perhaps not for many days, for reports tell of snow filling the canyon to a depth of 50 to 75 feet. Three bodies are reported to have been recovered."

Supt. Peecos, of the Standard mine is said to be missing but a child of his was found alive. Hundreds of men were awakened by fire bells as soon as the extent of the catastrophe became known. Special trains were made up, the first leaving for Mace at 12.30 a.m., and the second at about one. Hard-worked men opened their establishments and shovels, picks and other implements were had for the asking. Every able bodied man in Wallace has been hurried to the scene.

The little town of Mace lies between mountain sides, a straggling line of cottages in the creek bottom, bisected by the lines of the Northern Pacific and Oregon Railroad and Navigation Companies, its one industry is mining and its big mine is the Standard.

Mace has a population of 100, all with the exception of a few storekeepers and school teachers in the employ of the mine.

Two box cars containing fifty section hands of the Northern Pacific Railroad were standing on the side track when the slide occurred. All of these men are supposed to have lost their lives.

Fifteen houses have been swept away according to latest information. At the Mace Boarding House the snow is 30 feet deep and all of the flat from the Boarding House to the end of the town towards Burke is buried beneath the slide.

Never since Burke, another little Canyon mining camp was almost wiped out by a landslide on Feb. 1, 1890, has a town been so sorely stricken as was Mace today. As on that occasion the Canyon was filled 1,000 feet across by a grinding mass of trees, earth and boulders fifty to seventy feet deep packed almost as solid as ice. The warning was yesterday given to the Canyon towns that conditions similar to those prevailing before the famous Burke slide prevailed, but nobody seemed to take any heed.

Thursday night the snow and landslide snuffed out the lives of three prospectors and a woman at a very small town on the Chicago Milwaukee and Puget Sound Railroad near the mountain line.

All were in a cabin at dinner when the snow descended. During the winter of 1883 the snow piled high in the Canyons and never since has such a heavy fall been recorded as this year.

MEMBERS ON BOTH SIDES SEEK EARLY PROVOGATION

Effort to be Made to Bring Session to Close Before Easter—Mr. Foster Takes His Seat as if Nothing Had Happened

OTTAWA, Feb. 28.—The round robin which has been circulating among members on both sides of the house asking the Prime Minister and the leader of the opposition to take joint action looking to the curtailment of debate so that prorogation might be reached by Easter was brought to the attention of the commons this afternoon by Mr. Martin of Regina. On a question of privilege he arose to correct statements which had appeared in the press to the effect that the western Liberals desired to bring the session to an early close at the expense of leaving the naval bill over till next session. Mr. Martin said there was no intention of having the naval bill dropped and the round robin was simply a request of private members on both sides to have the business of the session expedited with a view to obtaining if possible the necessary for the western members coming all the way back to Ottawa after the Easter holidays.

Hon. Mr. Fielding announced that the revision of the Bank Act might be left over until next session if the government decided to curtail the legislative programme for the balance of the session in order to meet the wishes of the members on both sides of the house for an early prorogation. In that case the act could be taken up early next session. The house then got back to the naval debate.

Hon. George E. Foster was in his seat in the commons when the Speaker entered and read prayers at the opening of the house this afternoon. He took part in the preliminary proceedings just as if nothing had happened, asking Mr. Fielding about the introduction of the Bank Act and moving for several returns which were standing in his name on the order paper. As the result of the trial he has at present nothing to say for publication, and a similar reticence is observed by his leader, R. L. Borden.

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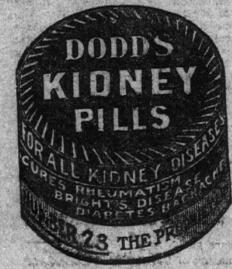
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STREET RAILWAYS UNDER PUBLIC UTILITIES ACT

Conservatives, Anxious to Avoid Another Election, Let Program Pass

Budget Side-Track—Budgets of Two Years to be Combined

Veto Power of Lords to be Dealt With After Easter

Next Year it is Proposed to Transform Lords Into Democratic Body

LONDON, Feb. 28.—In the session of the House of Commons today, the outcome of which was awaited as eagerly as the denouement of a most exciting tragedy by all the members of both Houses, the House of Commons, after a long and arduous session, obtained a lease of life until next Easter. This was the gift of the Chancellor, who was so anxious to avoid two general elections successively, within so brief a period, that they accepted the Premier's programme without calling for a vote.

When the House of Commons meets after Easter it will take up the struggle to revolutionize the British government system. Resolutions will be presented to deprive the House of Lords of all authority over finances, and also of the power of vetoing the measures of the lower house, leaving to the House of Commons the functions of delay and obstruction.

If the plan succeeds, the government proposes next year to proceed with the transformation of the House of Lords from an aristocracy to a democratic body. Such was the programme that the Prime Minister, in his speech, declared that the government stood by the House of Commons, and that the House of Commons will deal with resolutions enabling the government to continue to borrow money, and the appropriation bill for the army, navy and other departments.

Mr. Asquith's plan gained the support of the advanced radicals and the Laborites who have been wavering, with the result that the government later in the evening had majorities of 91 and 95, respectively, against two proposed amendments to Mr. Asquith's resolution. The Irish members had withdrawn from the house for a discussion of policy when the programme was accepted. They had, however, decided to return to Ireland until the question relating to the House of Lords takes the centre of the stage.

The Premier's motion, giving government business precedence at every sitting up to March 24, was adopted without division. In laying down the government's programme, Mr. Asquith emphasized the necessity of proceeding with financial business first and second that after that would come the question of reforming the House of Lords. The financial legislation, he declared, would be confined to the army and navy bills and other urgent demands which would occupy the whole attention of the house up to the Easter adjournment. With regard to the House of Lords, he hoped that chamber would agree with the proposed plan, but whether it did or not, the government would include in a statute book a provision which would set free the House of Commons from the vote of the House of Lords.

Chancellor Lloyd-George delivered a telling speech. He said that the government could not ask for the exercise of the royal prerogative upon proposals which had not yet received the sanction of the House of Commons, or the opposition of the House of Lords. "The government will stake its existence," he said, "upon the advice it will give the greatest sovereign if it becomes necessary to do so. This is a matter of the greatest moment to the democracy of Great Britain and Ireland. We are fighting a powerful combination which cannot be overthrown without courage and comradeship, loyalty and sacrifice to the cause of the people."

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Mr. Burchill suggested that a provision making it discretionary with the government to require a deposit from persons making complaint should be changed to make the deposit obligatory in all cases.

Hon. Mr. Hazen agreed that such change was desirable and Mr. Lablouis was of the same opinion. The bill was amended accordingly.

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THREE KILLED WHEN TRAIN PLUNGED OVER EMBANKMENT

Locomotive and Eight Cars Hurlled Down 85 Feet Into Ravine Near Folleigh Station on the I. C. R., Early Yesterday Morning—Members of Crew the Victims

AMHERST, N. S., Feb. 28.—Another disastrous railway mishap occurred shortly after one o'clock this morning on the I. C. R. At this point the line runs through the Cobeguid Mountains, and is about six hundred feet above the level of the Wentworth Valley. The descent to the valley is very abrupt in many places, almost perpendicular. Conductor Harry Baker's special left, Truro last night bound west with twenty cars. Shortly after one o'clock, about a mile west of Folleigh, the engine left the track, plunging over the embankment and carrying with it eight cars. The engine and tender had a fall of from 80 to 100 feet and the wreckage of the cars was piled on top of the locomotive. Brakeman Davidson was at once released, and when aid was procured his lifeless body was found underneath the wreckage. The fireman, John McLeas, was also killed, and Driver Daniel McLeod was taken from the masses of wreckage badly injured and shortly afterwards died. A relief train bearing doctors was rushed from Truro, but their services were of no avail. The bodies were taken to Truro and are now in the undertaking rooms. An inquest will be held this afternoon. The cause of the wreck is not definitely known, but is supposed to be due to a washout on the line and the rails spreading in consequence. Wrecking trains were dispatched to the scene of accident from Springhill and Moncton, and a big force of men are now at work clearing the track. An immigrant train that followed the special has been stalled for twelve hours, but it is expected that traffic will be resumed this afternoon. The track was badly torn up and the loss to the railway will be heavy.

Brakeman Yeomans, who was uninjured, was in the van at the time with Conductor Baker, and owes his life to the fact that on leaving Truro he and Davidson exchanged places. The latter's place was in the van. He, however, exchanged with Yeomans and lost his life. It was raining torrents at the time, and Driver McLeod was removed, the injured man was compelled to lie in the pouring rain until death relieved him three hours later.

TAURO, N. S., Feb. 28.—News of the cause of the wreck of Conductor Harry Baker's special special this morning is hard to obtain. The return of the special with doctors confirmed the report that the three men of the engine were killed. Driver Dan McLeod died of his injuries at four o'clock. McLeas and Davidson were dead when recovered from the wreckage. Both the bodies of the latter were crushed and mutilated. The bodies were taken to the local undertaking rooms.

McLeod was a man of considerable experience. He was married and five children are left with the widow. A wife and seven children survive James Brian Davidson, McLeod was a native of Salmon River, Colchester. One of his brothers is Robert McLeod, well known as a stock and produce trader between Truro and Fallfair.

Davidson was a son of James W. Davidson, Bass River, Colchester, fisheries inspector for the county. Young John McLeas was a son of John McLeas and joined the railway service only a few years ago. He gave promise of becoming one of the most efficient mechanics in the service. He was a close student and besides applying himself to the line of his employment, which was remarkable in one of his station, having had no particular advantages to gain for him the art of oratory. He was about twenty-two years of age.

The train which suffered the wreck was composed of about twenty-four cars laden principally with coal and steel rails from Sydney. The engine and nineteen cars jumped the rails and went over the bank, plunging and rolling down the steep embankment to a distance of eighty-five feet, perpendicular depth.

When Conductor Baker and Brakeman Yeomans were down to the broken engine, McLeod was struggling to free himself from the cab of the engine. They helped him out and made him as comfortable as the weather would permit.

It was raining torrents at the time. Yeomans was immediately sent back to Folleigh to procure assistance. It was four o'clock before the doctor arrived and by this time McLeod was dead. The bodies of the other two were searched for and found. Yeomans owes his life to an exchange of duties between himself and O'Brien on the train. Davidson was near brakeman and his place was in the van which remained on the track.

ed, who will be greatly missed. Mr. Hughes wore four medals, which he earned for service.

MISS HARRINGTON. Mrs. J. C. Lloyd, 126 Douglas avenue, on Sunday received word of the death of her sister, Miss Margaret Harrington, at Milford, Mass., where deceased had gone two or three months ago for the purpose of undergoing a delicate operation. Miss Harrington was the daughter of Mr. John and the late Eleanor Harrington, and besides her father is survived by four sisters—Mrs. Frank McKenna, Milford, Mass., Mrs. W. E. Nash, Sydney, Mrs. J. C. Lloyd, Douglas avenue, and Rev. Sister M. de Sales, of the Mater Misericordiae Home, this city. Two brothers, James and John, also of this city, survive. The deceased was well known and popular, and the news of her death was heard with regret by a wide circle of friends. The remains were brought here for interment, the funeral taking place from the station on the arrival of the Boston train.

MRS. ADA B. LEWIS. The death took place yesterday afternoon of Mrs. Ada Blanche, beloved wife of Abram Lewis, at her residence, Young's Cove road. The deceased was well known in the community. She was daughter of William Gibson and was eighteen years of age. The deceased is survived by her husband, who will receive sincere sympathy. A father, mother, sister and two brothers are also left to mourn their loss. Mrs. Lewis was an energetic member of Young's Cove Methodist Church.

TORONTO, Feb. 28.—Foster's lawyer says he will certainly appeal the verdict of the jury in the action against McDonald for libel.

The special committee of the Commons Council appointed to consider the harbor bridge question decided yesterday afternoon after a brief but heated discussion to hold a special meeting on Friday evening at which tug-boat men, pilots, fishermen, or any other with knowledge of the currents, eddies and tides in the upper harbor may state their views concerning the effect the location of the bridge at the site proposed will have on navigation. Ald. Belyea, Ald. Wilson, and Ald. Eldin had a wordy conflict yesterday concerning the matter, the last two being in favor of the Hillyard Reef site.

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TIPPLED TO THE WALL

Methodist and Catholic ROME CHURCH Preacher Declares Faith in Atheism

ROME, Feb. 27.—The Ateneo Church was crowded for the congregation in the American nation, who were the subject of a sermon by the Rev. Mr. Tipple, of the Methodist Church, that "Ours is a non-protestant religion, which demands that we should be regarded in the Pope, an incident which has not been mentioned in the United States."

The Rev. Mr. Tipple, Methodist Church, was a guest success at the banquet which was given by the American nation, who were the subject of a sermon by the Rev. Mr. Tipple, of the Methodist Church, that "Ours is a non-protestant religion, which demands that we should be regarded in the Pope, an incident which has not been mentioned in the United States."

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BOLO FAD IN LONDON NOW

Replaces Blue Bird and Teddy Bear

CARRIED IN ARMS Features of Toy Shop Windows

LONDON, Feb. 28.—Poor Teddy bear seems likely to lose his place not only in the nursery but in the favor of the Londoner. For a time the "bluebird," the symbol of "the vague emotional state of happiness," according to the Masterlink play at the Haymarket Theatre, seemed to be the fad in the favor of society. The bluebird was to be seen carried about in my lady's arms as she went shopping, just as she had been wont to do previously with her big Teddy bear. But the bluebird was too pretty to keep long in favor. It wasn't stupid enough, or ugly enough, or human enough, like the Teddy bear.

Now it is Bolo, a Bolo certainly threatens to replace the Teddy bear in juvenile and also in feminine affection. He is a weird example of the canine species, and his brown and white coat adds his impudent, puffed-out face to becoming features of the London toy shop windows. The original from which Bolo is designed is George Ail's creation of the dog character at the Drury Lane pantomime. The manager of Hamley's, who are the makers of the English Teddy bear, of the bluebird, of the "mouser" of last year—which, however, did not catch on given just to show them how happy and comfortable women can be without their assistance.

The clubhouse has already been selected. It will be redecorated with various shades of blue, with the club emblem of the blue bird of happiness everywhere visible. Here, according to the organizer, "any member can come and do whatever makes her happy. If it is a good cry she needs she will be encouraged to sob her heart out. If she yearns to walk down the stairs on her hands and knees she has our permission to do it."

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