

GRANT FAVOR  
TO AMERICAN

Conservative Member Asked  
For Fishway in Red River  
But Was Denied—Given To  
U. S. Consul.

Ottawa, July 22.—There has come to light a curious little story of the Laurier Government's reluctance to give credit to a private member of Parliament, for public services—when that member happens to belong to the opposite party.

The setting of the tale is the despatch which recently came from Winnipeg respecting the fishway in the new dam at the St. Andrews rapids on the Red river below Winnipeg. The American consul it seems made representations to the premier that the absence of the fishway interfered with the supply of fish in the upper reaches of the river, which are in American territory, and that thereupon Sir Wilfrid Laurier graciously consented to have the fishway constructed.

Now, in the last session of the Dominion Parliament, Mr. G. H. Bradbury, M. P., of Selkirk, brought the matter of the fishway up in the interest of Canadian, not American, citizens above the dam. Sir Wilfrid Laurier promised to grant the request. Apparently, however, he contained himself with stirring up the department of public works. A while after the House had prorogued, Mr. Bradbury received a letter from the department telling him that he had looked into the matter and that engineers had assured them that a fishway was not needed as at certain seasons of the year water was high enough to allow free passage of fish. Mr. Bradbury knew all about that. The water is at that height only when there is an ice jam, and when there is an ice jam the fish are not moving freely. He wrote back to this effect:

From Another Source.

Matters were in this position when the premier's visit to the west drew near. It occurred to Mr. Bradbury that the matter came under the province of the recent waterways treaty and he wrote suggesting that the matter be referred to the commission now examining the subject of the western fisheries. He also mentioned the international aspect of the case to an acquaintance, who mentioned it to the American consul at Winnipeg. The American consul therefore mentioned the matter to the premier, who immediately agreed to have the fishway constructed.

Observe two things:—

1. The premier instantly granted to American citizens what had been denied to Canadian citizens.

2. An attempt had been made to attribute the credit of the change which will benefit the people on the Upper Red River, to the American consul, rather than to Mr. Bradbury.

NEWSPAPERS GREATEST  
EDUCATORS OF TRUTH

Show Up Every Side of Men's

Character, Says Rev. Mr. Dockrill—Sermon on Judas Iscariot.

Rev. Charles Dockrill, of the Methodist Episcopal church in Massachusetts, was the preacher at the evening service in Centenary church yesterday. He spoke on the subject: "Was Judas Converted," taking his text from John 12:6. "This he said, not that he cared for the poor; but because he had been a thief, he had taken the bag, and bare what was put therein." The preacher took his stand that the apostle who had betrayed Christ had at last been led to God, mentioning as one of his reasons that although Judas had been of a very vicious nature, he had been so overcome with remorse at seeing his master in the hands of his enemies that he had thrown the 30 pieces of silver and gone out and killed himself. Another reason Mr. Dockrill gave was that Christ, who was crucified, would not have chosen as one of the twelve who were to lead the world to Himself, a man who was not at heart converted. The speaker said that most biographers would not have mentioned this incident had they been writing the life of Jesus, because it tended to intimate that Christ had taken a thief into His discipleship but that the faithful physician, Luke, had wanted to illustrate every side of Christ's character. Many a modern biographer would eliminate the evil points in the character of their heroes and made them something above human.

It was not so with a newspaper however. If a reporter discovered such an incident he would go to the editor-in-chief, considering that he had a "big story." Mr. Dockrill added that he regarded newspapers as the greatest educators of truth in the world today. They showed up a man in every side of his character neglecting neither his good nor evil points.

## BANKRUPT FIRM FILE

## SUIT AGAINST KEENE

Brokers Who Were Forced To  
The Wall In Hocking Squeeze  
Claim Horseman Entered  
Conspiracy Against Them.

New York, July 24.—Lawyers for the bankrupt stock exchange house of J. P. Morgan, H. P. Morgan and Company, who went down last January in the collapse of the Columbus and Hocking coal and iron pool, made public the fact today that papers were filed in the county clerk's office yesterday

G.T.R. STRIKE  
CONDUCTOR NOT LAST

Conductor Obligated To Bear  
Brunt Of Battle Are Com-  
plaining—Arbitration Propo-  
sal Turned Down—Rioting.

Continued from Page 1.  
The report of A. Kennedy of the Engineers Brotherhood to us is that only ten per cent of the Grand Trunk engineers are on their regular run, the remaining ninety per cent being idle.

Despite Mr. Murdoch's assurance, misgivings are beginning to develop amongst the men who see the positions they once held threatened by the progress the company is making. This is particularly true of the conductors. As some of them pointed out today they were the men who were bearing the brunt of the battle. It would be easy enough for a good man to get back on to the Grand Trunk as a trainman no matter how the strike might end but if he went to some other road he would be held up by the age limitation or would have to begin again at the bottom of the ladder as a brakeman. Whereas a brakeman would begin where he left off and would lose nothing at all, a conductor during the time he was off. This view of the matter was advanced at the meeting today and the suggestion plainly made to the leaders that action was necessary in order to hold the men together.

Express Detailed.  
Portland, Maine, July 24.—The express from Montreal due here at 7 o'clock this morning, was delayed last night by a misplaced switch at Durham, P. Q., which is ten miles west of Richmond and about 50 miles from Quebec. The switch had been tampered with, the bolts having been drawn.

Only a part of the train went off, but the engine was put out of commission and it was necessary to proceed another before the train could proceed. A dining car was sent down from Montreal so that the passengers were well cared for. The train arrived here at six o'clock tonight, about 11 hours late.

The Grand Trunk ran its usual excursions today and they were well patronized. The trains were on time, going and coming. The excursion from Grand Pond, which carried about 300 people to Portland, among whom were many railroad men.

On Vermont.  
White River Junction, Vt., July 24.—The local freight yard resumed its normal condition tonight for the first time since the strike of the trainmen on the Grand Trunk and Central Vermont railways last Monday night. Several trains were sent to West Lebanon, N. H., during the day and others north, while a switching crew for the first time was at work all day. There were no demonstrations other than some jeering at the strike breakers. At West Lebanon, however, additional officers were on duty at the yards all night.

Brattleboro, Vt., July 24.—Passenger traffic on the west river branch of the Central Vermont railroad which has been closed since the inauguration of the conductors' and trainmen's strike last Tuesday, was resumed today. Freight that stood on the rails here several days is also being slowly moved to its destination.

All the strikers who worked here and had homes elsewhere have left Brattleboro and the railroad yards are now normally quiet.

To Cross Bridge.  
Niagara Falls, N. Y., July 24.—Grand Trunk officials conferred today with Mayor Douglas, Sheriff Foley, the Chief of Police and Supt. Evans of the New York Central and announced that the freight train would be moved over the bridge to the American side. The sheriff has sworn in 25 deputies who will be on hand at the local yards to prevent disorder. The freight to be moved includes 140 cars of live stock.

Rioting at South Bend.  
South Bend, Ind., July 24.—Strikers attempted to derail an east bound passenger train today at Olivera, the first station at which Grand Trunk east bound trains stop in passing through South Bend. The engineer of the train noticed the train was stopped and turned back signal in time to bring his train to a stop and thereby probably prevented injury if not loss of life to the passengers.

A rioting in the local railway yards began last night and has been spasmodic through the day. One man, J. Friel of this city, was wounded seriously by John Peck of Battle Creek, Mich., one of the employees of a private detective agency which is assisting the railroad. Peck and three others were arrested. At the hospital where Friel was taken it was said his condition is serious. A mob burned two cabooses and attempted to destroy several freight cars, but the arrival of the police and the fire department resulted in the dispersal of the crowd.

A freight train of 50 cars which entered the city last night at 1 o'clock and which was stalled by the strikers cutting the air hose and separating the train at several places, resulted in the tying up of five passenger trains.

All passenger trains to and from South Bend were cancelled tonight, the burning of freight cars and the stalling of another freight train in the west yards causing the company to stop all operations in this vicinity.

Bringing suit against James R. Keene, the millionaire horseman and speculator for alleged conspiracy with Pepp and Sternback, his brokers, to ruin the plaintiffs financially. The complaint's charge that Keene sold the pool, of which he was manager, without the knowledge of those who went into it, and that his brokers aided him.

The perpendicular decline of Hocking when the pool broke disorganized the general market and resulted in action by the board of governors of the stock exchange.

The First Cause.

"Fuddy—I understand that there is some hitch about their divorce. Duddy—I should say so. A hitch is the principal part of it."

Wonderful Progress Made by  
Turkey Since Sultan's Exile

Abolition of the Harem  
Now an Issue and  
Women Will be Free.

New Sultan is Only a  
Figurehead With Young  
Turks Party in Control

(By Jerjes Barsom, member of the Young Turk Party.)

If when I first came to America any person had told me that there would soon come a day when Mohammedans, Christians and Jews would sit down together in a Turkish parliament and debate questions of government, just as they do in enlightened countries, I scarcely could have believed them.

If when I was ordered out of my father's house because I refused to renounce Christianity, I had been told that my mother and my five brothers and my sisters would become Christians, in fact all the family but my father, who remains obstinately Mohammedan, I would have cried "Impossible, except by the grace of God, whose ways are past finding out."

If any person had told me then that in the year 1910 I should receive a letter from my mother saying that Turkish women were appearing on the streets of Constantinople without the veil, I should have replied, "You do not know Turkey." And I would have said the same thing if the person had said my mother would write me that my mother and her daughters and daughters-in-law all would sit down to dine at a long table with my father and his head. For when I left Turkey I had never set eyes on the wives of any of my five brothers, all of whom lived under my father's roof, but in a secluded portion of the house reserved exclusively for the women.

With Mehmed V. on the throne of Turkey, who is of course a mere figurehead of a sultan, the Young Turk Party is today the real ruler of Turkey. Members of the government are elect-



AT TOP—SHEVKET PASHA, COMMANDER OF YOUNG TURKS, AND MAJOR ENVER BEY, HERO OF THE REVOLUTION. AT BOTTOM—AHMED RIZA, TURKISH STATESMAN, AND HILMI PASHA, GRAND VIZIER. IN CENTRE—MEHMED V., NEW SULTAN.

ed by popular vote. They want men of broad minds and liberal ideas. They are non-Mohammedans in the army because they do not want the dangerous influence of the priesthood there.

The new government is endeavoring to lighten the burdens of taxation. The country is poor, as the old government robbed the people of everything. Simultaneously the new government is furnishing better means of livelihood. The country is wide open today for capitalists. With an enlightened government there is sure to be prosperity. Modern ways of doing things and is following the example of America in furnishing the 40,000,000 people of Turkey with opportunity to obtain education.

Today 98 per cent of those living in the Empire can neither read nor write. What Turkey needs most is education. The public education system, which is the greatest fear of the new government, can be shaken off. The priests try to influence the ignorant masses to rise against the new government, but with the army back of the new regime, there is really little chance to do injury.

There are four things which the Young party stands out for today. The first of these is freedom of the press. The second is education of the children. The third is abolition of the harem and the placing of the women of Turkey in position where they can help in the social and political reformation. Within the past year, influenced by the great awakening of the cities have begun to form clubs for helping their less fortunate sisters out of their bondage.

The fourth is religious liberty, the right to think as conscience dictates. I have mentioned this last, but as those who have heard me through will see, it is, in a benighted country like Turkey, a boon whose beneficent results no man can measure.

LYNCHING IS  
THREATENED

Three Young Farmers Under  
Suspicion Of Brutal Murder  
Of Louisville Girl, Have  
Narrow Escape From Crowd.

Louisville, Miss., July 23.—Three young farmers are threatened following the murder of Miss Jennie Sharp, daughter of a prominent planter.

Miss Sharp left her home late yesterday to go to Dural Hill in this county for the day's milk. At night fall the young woman not having returned, searching parties were formed and after an all-night hunt, her body was found in a small ravine with her throat cut by the man's knife. At night fall the young woman not having returned, searching parties were formed and after an all-night hunt, her body was found in a small ravine with her throat cut by the man's knife. At night fall the young woman not having returned, searching parties were formed and after an all-night hunt, her body was found in a small ravine with her throat cut by the man's knife.

Circumstantial evidence led to the arrest late yesterday of Swinton Fermenter, and despite his protests of innocence he was brought to Louisville and imprisoned. The two other farmers named Cummings and Burkfield were captured last night and lodged in jail with Fermenter. Threats of lynching became so persistent that it was deemed advisable to remove the men to another jail for safekeeping. A special train was requisitioned and the start was made shortly before midnight for an unknown destination.

STEAMER ON FIRE  
OFF FLORIDA COAST

Southern Pacific Liner Had  
Flames In The After Hold  
For 24 Hours—Passengers  
Transferred.

Charleston, S. C., July 23.—The wireless at the navy yard picked up a message this morning from the southern Pacific liner Mimus, reporting fire in the after hold since yesterday. The vessel anchored in 12 fathoms of water.

The Comus, of the same line, is standing by and has taken off the passengers. The fire is not under control. The steamship Mimus is off Cape Canaveral on the east coast of Florida.

New York, N. Y., July 23.—A statement made at the Southern Pacific office this evening said that the passengers from the burning steamer Mimus transferred to the Comus, would be put aboard the steamer Proteus, which left this city this afternoon for New Orleans. But this was only done if the Mimus is unable to proceed without laying up for repairs.

The latest wireless messages received here said the fire was under control and there was no longer any danger. The messages were sent by Captain Boyd, of the Mimus, and Captain Maxon, of the Comus.

Savannah, Ga., July 24.—A brief message caught by the United Wireless station here tonight indicates that the fire on the steamer Mimus, bound for New Orleans, was more stubborn than at first supposed and that it was finally extinguished shortly after noon today, after burning during most of yesterday and all of last night. Evidently her machinery is not damaged as the message reads:—

"Fire extinguished at 12:15 o'clock this afternoon. Full speed for New Orleans."

SOCIALISTS HELD  
A LARGE MEETING

Interesting Lecture by London  
Socialist Last Evening—What  
St. John Would Do Under  
Socialist Rule.

There was a good attendance at the Socialist meeting on Mill street last evening. Professor Rhy, of London, delivered an address on socialism. He said in part:—"It is my purpose to try to enlighten some people in this local area as to what socialism is. There seems to be a great vague idea of socialism in St. John. The other day I had a talk with the chief of police. Even he seemed to think socialism was a sort of bogey. Now we should turn to the public opinion dictionary. There we find it defined as follows:—

"A theory of civil polity that aims to secure the reconstruction of society. Increase of wealth, and a more equal distribution of the products of labor and the public ownership of land and capital (as distinguished from property), and the public collective management of all industries. Its motto is 'Every one according to his needs.'"

The post office is sometimes considered an example of socialism, but it is merely an example of state socialism. Surrounded by a competitive society, it necessarily does not show the full possibilities of socialism. Some people think socialism means the dividing up of the world's wealth. To my mind there is too much dividing up now. In the United States investigations into 33 industries showed that each worker produced products to the value of \$10 per day, but that he only got about \$2 per day in wages. This is the kind of dividing up that goes on today.

Some people think conditions were always the same as they are today. But history shows that society is in a state of evolution continually. Chattelism, feudalism, capitalism are historic phases of this evolution—the next stage, we hope, will be socialism.

"If there was a socialist government in St. John, the street railway would be run in the interest of the people, and the proceeds instead of going to the shareholders would be given to the men who actually run the railway; of course we don't mean just manual workers, socialism has put its hands to the work of shopkeepers, everybody in fact that does useful social labor. With a socialist government milk would be distributed in the same way as the postman delivers letters. There wouldn't be a dozen milk wagons in one street. Competition is said to be the life of trade; it is really chaos.

"In British Columbia and Alberta and other western sections the workers have found it necessary to organize independent parties, in order to secure their rights. All the western provinces have socialist members in the legislature. Unfortunately the backward than those of Nova Scotia, where they now have several socialist and labor candidates in the field. It was said that socialism would destroy the home, but that was really one of the most notable effects of capitalism. Millions of men today were without homes. Socialism was said to be opposed to religion. But socialism being conceived for the economic emancipation of the workingman, did not oppose any religion. In England and Canada hundreds of clergymen were enthusiastic supporters of socialism."

At the close there was an open discussion in which several took part.

COTTON MEN  
IN CONFERENCE

Facing Serious Situation As Re-  
sult Of English Bankers Re-  
fusing U. S. Bills Of Lading  
Unless Backed By Banks.

New Orleans, La., July 24.—With the harvesting of the south's cotton already begun in the earlier sections and the time fast approaching when the crop will begin to move in even the more northerly states, southern bankers and business men are now hard at work on the problem presented them by the recent decision of London bankers, in connection with cotton bills of lading, that beginning in November, American cotton bills of lading shall be negotiable only when they are guaranteed by an American banking institution.

This action grew out of the frauds alleged to have been perpetrated through forged bills of lading and southern cotton men realize that commercial consequences of vast importance will follow the stand taken by the English bankers. They say that in the case of American banks refusing to guarantee cotton bills of lading, the cotton business of the south would be thrown immediately upon a cash basis and that this would mean a drain of millions of dollars from the monetary centres of the country.

One of the many plans suggested as a solution of the serious problem is that the railroads which are the first to receive the cotton, guarantee the bills of lading to the American banks which, in turn shall guarantee them to the banks abroad. It is held in this an important conference of leading cotton men will be held in New Orleans within the next week or ten days.

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POLICE HOLD TO  
SUICIDE THEORY

Negro Chauffeur Held On Sus-  
picion In Rawn Case Re-  
leased—Insurance Men Will  
Make Inquiry.

Chicago, July 23.—Stevens, the negro chauffeur of the late Ira G. Rawn, was released this afternoon on orders of Acting Chief Schuetzler. The police have returned to the theory of suicide as the only explanation of the shooting.

"The Rawn tragedy has been dropped, as far as the police are concerned," declared Schuetzler.

Rawn was a larger holder of accident insurance than even Charles Dickinson, the New York banker. And, as in the case of Dickinson's mysterious death last May following the inhalation of a poisonous gas in a Scranton laboratory, the insurance companies affected will make an exhaustive investigation into the manner of Rawn's death.

Insurance men estimate that Rawn held accident policies involving the payment of \$100,000 in case of death. One of his policies was written by the Casualty Company of America, the same company that insured Dickinson for \$65,000. Edwin W. De Leon, president of the Casualty Company, said last night that he had communicated with the office of the company instructing the officials there to co-operate with the other companies in their efforts to determine whether Rawn committed suicide or met an accidental death at the hands of a burglar or private enemy.

Travellers are complaining of the methods employed on the Intercolonial Railway when the making of prompt connections is involved. One traveller informs The Standard that 18 persons were delayed at Montreal on account of the Maritime from Montreal being over three hours late and that her delay was due to the "rotten" condition of the engine, which was leaking so badly that it was necessary to stop at Metepedia four hours for repairs.

When the train arrived in Montreal it was found that the train for St. John had gone and no provision had been made for passengers, some of whom had important engagements in this city. Others there were who had to take the boats to get to their homes and when they arrived here the boats had gone and it was necessary to spend Sunday in the city.

This of course meant added expense to some of the passengers and this was only due to the delay caused through the parsimonious policy of the road by which an engine was allowed to leave the round house in bad condition. Such delays as the one quoted are said to be of frequent occurrence on the I. C. R., and travellers are commencing to tire of it.

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RULING ON CANADIAN  
LUMBER EXPORTS TO U.S.

After July 30th Only Commer-  
cial Descriptive Details Will  
Be Required Instead Of Full  
Tally Sheets.

Washington, July 23.—Following conferences with Canadian officials by an expert sent from the treasury to Toronto, Acting Secretary Andrews today ordered the removal of impracticable restrictions on lumber imported into the United States in railway cars from Canada.

Beginning July 30 next, the customs officers will discontinue requiring tally sheets or specifications of the number of pieces of each size and length of lumber laden on each railway car to be filed on entry. It was formerly impossible to furnish such tally sheets, and hereafter the customs officers will insist on only the commercial description and kind of lumber, number of pieces and aggregate number of feet in each car.

FOUR DROWNED IN  
ARIZONA CLOUDBURST

Towns Of Bisbee And Douglas  
Reported As Totally Destroyed  
And All Communication  
Is Shut Off.

Los Angeles, California, July 23.—Messages received here early last night, conveyed the report that Bisbee and Douglas, Arizona, were again visited by floods, caused by mountain cloudbursts yesterday and that four persons had met death in the former city. Efforts to procure further information were balked by the falling of telegraph wires.

The Great Trouble.  
"It is every woman's duty to keep young as long as possible," she said. "Yes," he admitted, "but the great trouble is that so many women insist on keeping young after it is impossible."

DR. MCKAY HAS  
NEW PHYSICS

Mount Allison A Son Of Su-  
pervisor McKay Of Nova  
Scotia.

Sackville, July 22.—Dr. Thomas McKay, who has been appointed to the chair of physics at Mount Allison University, is a Nova Scotian, a son of Supervisor McKay of Halifax. Dr. McKay holds an M. A. degree from Dalhousie in 1899, winning a second exhibition. In 1893 he graduated with distinction. After graduating he was principal of the Victoria County Academy and Farnborough High School, and then returned to Dalhousie for special study in physical science. He was given his master's degree as a result of his investigations along special lines in research.

In 1898 he pursued graduate work at Harvard. While there, he took up eight and a half courses in physics. In eight of these he obtained Grade A. The highest grade given—and in the other half course he obtained Grade B. He made mathematics a secondary study at Harvard but in the four mathematical courses that he took he obtained Grade A. In two and Grade B. In two Dalhousie courses he obtained Grade A. He was offered a Whiting Fellowship in physics and was asked by Professor Hall to become his assistant. He chose the latter, and for five years was closely associated with Prof. Hall in the teaching of college physics. In 1900 he was appointed an Austin Teaching Fellow at Harvard, and in 1903 he received the degree of Doctor of Philosophy. His Doctor's thesis was published in the proceedings of the American Academy of Arts and Sciences for 1904.

In the college sessions of 1903-4 he continued to teach at Harvard and at Radcliffe College, and in the fall of 1904 he took a position as instructor in physics in the University of California. While there he had about 1,000 students and of these taking the final examinations in his courses 92 per cent were successful. In the spring of 1909 Dr. McKay was offered the chair of physics at the State University of Montana. A few months later he was offered a similar position at Occidental College, Los Angeles, and in May, 1909, he was asked to accept the professorship of physics at Kenyon College, Ohio. For physical reasons, however, he returned to Halifax and was an associate professor at Dalhousie. This year he was asked to continue on the Dalhousie staff and was also offered a professorship at Spokane University, Washington.

Dr. McKay is warmly recommended by numerous educational authorities, among these are Dr. McGregor, now at Edinburgh University and several of the professors with whom Dr. McKay has worked across the border.

Dr. McKay is the author of several works on physics, among them a text book on "Physical Measurements in Sound, Light, Electricity and Magnetism," which is now in the book of the University of California.

FOOT CAUGHT  
DIES IN WOODS

Thomas Cooper Could Not Free  
Himself From Fissure In  
Rock And Load Of Wood  
Crushed Him.

Newburg, N. Y., July 23.—With his foot caught in a crevice of the rocks in the woods near here, and held down by a bundle of wood on his back so that he could not move, Thomas Cooper, an elderly man, was found today after he had been in the woods for several days, with difficulty, but died before medical aid could be summoned.

Cooper was 60 years old, and lived with his daughters near Mountain Avenue, Mattawana. On Saturday morning last he went to the Fishkill Mountains to see how the huckleberries were ripening. He did not come back that night, and his neighbors were alarmed. They organized a party headed by Robert M. Walker to look for him, as he was in poor health and they feared that some mishap had befallen him.

They searched all day Sunday and the days following. The woods are thick, and their progress was slow. They could find no trace of Cooper, and received no answers to their shouts. The hunt was to have been resumed again this morning, but early today John B.addock, president of the Mattack Battery Company of New York, who has a large country estate here, went to a lonely part of it to inspect a wall which he is having built.

As he was going through some woods he thought he heard a feeble groan. He went to see who was there, and found Cooper lying on his face on a rock. Apparently he had been climbing over it, his foot had slipped into a fissure and had broken through for him, as he was in poor health and they feared that some mishap had befallen him.

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