

NELSON LAND DISTRICT, DISTRICT OF WEST KOOTENAY.

TAKE NOTICE that John Sidney Church, of Lemis, England, occupation, farmer, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the S.W. corner post of lot 154, Pand d'Oreille river, B.C., thence north 40 chains; thence east 20 chains; thence north 40 chains; thence west 20 chains to point of commencement, and containing 80 acres, more or less.

JOHN SIDNEY CHURCH, A. G. LANG, Agent.

Dated 15th June, 1907.

NOTICE is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situated in Fire Valley, West Kootenay district: Commencing at a post planted at the southeast corner of D. A. McCulloch's application to purchase, and marked "J. H. Morrison's southwest corner post," running 40 chains north; thence 40 chains east; thence 40 chains south; thence 40 chains west to place of commencement.

Dated 15th day of March, 1907. J. H. MORRISON, Locator L. C. MORRISON, Agent 6-19

NOTICE is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situated in Fire Valley, West Kootenay district: Commencing at a post planted 20 chains west from N. E. corner of L. C. Morrison's application to purchase, and marked "J. H. Morrison's southwest corner post," running 40 chains north; thence 40 chains east; thence 40 chains south; thence 40 chains west to place of commencement.

Dated 15th day of March, 1907. J. H. MORRISON, Locator L. C. MORRISON, Agent 6-19

NOTICE is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situated in Fire Valley, West Kootenay district: Commencing at a post planted at the quarter post on the east boundary of section 22, Township 8, marked "A.M.S. S.W. corner," running 30 chains east; thence 30 chains north; thence 30 chains west; thence 30 chains south to place of commencement, containing 240 acres more or less.

ANGUS MORRISON, LESLIE C. MORRISON, Agent. June 15, 1907. 6-20

NOTICE is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands in West Kootenay district, on the east side of lower Arrow Lake, adjacent to a post on the north line of J. T. Beattie's application to purchase, thence running east 20 chains; thence 40 chains north; thence 30 chains west; thence 40 chains south to place of commencement, containing 40 acres, more or less.

Dated at Nelson, B.C. this 28th day of May, 1907. T. M. FOOTE, 5-30

NOTICE is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands, in West Kootenay district: Situate about 8 miles west from Robson on the north side of the Columbia river, starting at the initial post marked "J.H.R.", thence 10 chains east; thence 5 chains north; thence 10 chains west; thence 5 chains south to place of commencement, said to contain 100 acres more or less, adjoining Annable's purchase.

J. H. R. LINDROBE, Locator W. L. PAYNE, April 3rd, 1907.

NOTICE is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands in West Kootenay district: Commencing at a post planted at about 800 feet west of the Soero Verde mineral claim, and marked "J.H.R.", thence 10 chains east; thence 5 chains north; thence 10 chains west; thence 5 chains south to place of commencement, said to contain 100 acres more or less.

MARTHA DAVIS, CHAS. E. WILSON, Wm. CONNOLLY, Agent.

NELSON LAND DISTRICT, DISTRICT OF WEST KOOTENAY.

TAKE NOTICE that Henry Davis of Moquin, B.C., occupation, teamster, intends 60 days after date to apply for permission to purchase the following described lands: Commencing at a post planted at the east corner of Lot No. 805, G.H., thence east 20 chains; thence north 40 chains; thence west 20 chains; thence south 40 chains to point of commencement, and containing 80 acres, more or less.

HENRY DAVIS, Dated May 29th, 1907.

NELSON LAND DISTRICT, DISTRICT OF WEST KOOTENAY.

TAKE NOTICE that Thomas Powell of Nelson, B.C., occupation, bricklayer, intends to apply for permission to purchase the following described land: Commencing at a post planted at one mile south of the Kootenay river, about one mile east of Bird creek, thence east 20 chains; thence south 40 chains; thence west 20 chains; thence north 40 chains to point of commencement, and containing 80 acres more or less.

THOMAS POWELL, JAMES MCKERNAN, Agent. Dated July 12, 1907.

NELSON LAND DISTRICT, DISTRICT OF WEST KOOTENAY.

TAKE NOTICE that I, W. H. Crawford, of Creston, B.C., occupation, merchant, intend to apply for permission to purchase the following described land: Commencing at a post planted at the northeast corner of block 106, thence 40 chains south; thence 40 chains west; thence 40 chains north; thence 40 chains east to place of commencement, containing 320 acres, more or less.

W. H. CRAWFORD, Locator GEO. HUSCHROFF, Agent. Dated July 28th, 1907.

VOL. 6

DEMAND COKE

Russia Urges Government Interference

ATTACK GREAT NORTHERN

CLAIMED THAT COKE OVENS AT CROW'S NEST DO NOT SUFFICE TO SUPPLY MORE THAN CANADIAN SMELTERS AND NORTH-PORT.

Roseland, Sept. 3.—The action of the provincial government on the report of R. F. Toimie, deputy minister of mines, who is investigating the coke shortage, will determine whether the exportation of coke is to be continued for the benefit of the Montana smelters and the financial profit of the Great Northern, or whether Canadian smelters and especially the smelter at Trail and the mines of Roseland supply the coke operations. The capacity of the various coke ovens of the Crow's Nest coal fields is 1400 tons per day. The smelters of southern British Columbia require about 1200 tons per day, leaving 200 tons for Northport. If the several Canadian smelters were supplied with their quota of coke instead of shipping it to the Montana smelters, there would be no occasion for complaint. As it is, however, smelters have operated at times only a portion of their plants and at others were closed entirely for nearly a year. Even at this writing the operation of the Trail smelter is an uncertainty and it is stated that unless a constant supply of coke is obtained the plant at Trail must temporarily close. This will of necessity compel the cessation of operation on the Centre Star and its allied mines, throwing several hundred men out of employment, to say nothing of a large number of smelter employees at Trail.

Statistics stated, the facts are these: The coke produced by the Crow's Nest Pass Coal Company is controlled by the Great Northern and allied interests. In furnishing Canadian smelters the only profit comes from the sale of coke. In supplying the Montana smelters the profit consists not only in the sale of the coke, but in the business which results from the operation of Montana mines and smelters. For instance, there is shipped from Butte to the smelters at Great Falls 5000 tons of ore daily, on which the Great Northern gets a haul of 170 miles. The product of this ore is 170 tons of copper, on which the Great Northern also gets the benefit of the haul to the coast. From this it is readily apparent that the Great Northern makes larger profits by delivering the coke to Montana smelters than it does to Canadian smelters. If the Crow's Nest Pass Coal Company and the other collieries in the Crow's Nest Pass area would smelt the coke and supply it with what they need, and let Montana smelters secure their coke supply from the United States, there would still be 200 tons daily for Northport, even at the present rate of production of coke, which would be ample for the requirements of that plant.

Another matter which retards the production of coke is the fact that the Crow's Nest Pass Coal Company seems to find it more profitable to ship the mine run for the use of the Great Northern railway in the United States, rather than to manufacture it into coke. Already large quantities of Ferrie coal are stored along the line of the Great Northern railway at points across the line, for consumption during the coming winter. The fact that the railway at Ferrie is nearly twice that of Michel indicates that the men at Ferrie are being used to get out the mine run of coal for shipment to the United States instead of manufacturing it into coke, and simply for the reason that the company finds it more profitable to do this. These evils must be remedied or Canadian mines and smelters must cease operations and hundreds of Canadian workmen be thrown out of employment.

Under the circumstances there seems to be but one course for the government to pursue in order to be true to the people of the province and this is to prohibit the exportation of coke until the Canadian smelters are supplied. Notwithstanding what may be said to the contrary, smelting plants which have cost millions of dollars do not close down or run only a portion of their furnaces for small causes. The smelters of southern British Columbia have been short of coke for nearly a year and have not run nearly to the limit of their capacity. There is plenty of ore to keep them going. In order to keep them in full operation they must have all the coke that they can get, and this can only be secured by insisting that the Crow's Nest Pass Coal Company keep their agreement with the provincial government by supplying the smelters of Yale and Kootenay. The remedy for the evil is as plain as a pikestaff, and as the government has power, all it has to do is to exert that power and put an end to the great menace that is retarding and injuring the mining and smelting industries of the province.

BLA "HUNDREDS SQUELCHED.

Temporary Tranquility Prevails in Odessa—Bankers to the Rescue.

Odessa, Sept. 3.—The Black Hundreds today suffered a severe blow by the closing of the grain bourse and the threat of the bankers to suspend financial transactions as a protest against the anti-Semitic outrages of September 2nd, when three men were killed and from fifty to sixty wounded. The disorders of last February were followed by similar steps and financial transactions were then practically suspended. A deputation of exporters called on the governor-general today and demanded that the authorities take action against the rioters saying that if they did not the exporters would leave Russia. The governor-general assured the deputation that the police officials would suppress the raids of the Black Hundreds and the coupled with today's tranquillity, has somewhat reassured the inhabitants of the city.

POLICEMAN SHOT AND KILLED

Contradictory Versions of Crime—Striker Arrested Who Denies Guilt. San Francisco, Sept. 3.—Policeman Edward McCarty was shot and instantly killed at this hour today. Police officer Peter Mitchell and the dead officer had arrested two men for burglary and as officer McCarty was about to call the police patrol, one of the prisoners shot him.

Mitchell's account of the crime is as follows: About 2 o'clock a crowd of union men, street car strikers and sympathizers who had been winding up a celebration of labor day in the neighboring saloons, were incited to riot by Tansey and a companion, whom the police have not yet arrested. Tansey had been in the crowd since the strike was declared against the United Railroads last May. McCarty and Mitchell dispersed the crowd. A few minutes later they stood on the street corner. Tansey and his companion remained a moment and then Mitchell said: "The crowd is breaking up," said Mitchell to his companion. The words had scarcely left his lips when Tansey pulled a gun from his pocket and fired point blank at McCarty, who fell dying into Mitchell's arms. A second time Tansey fired but the bullet went wide. Mitchell said the dead officer on the sidewalk and gave chase but the strikers escaped. Tansey was later arrested at his lodging house. He denied his guilt.

HILL IN A COLLISION

President of Great Northern System is Shaken up. Jamestown, N.D., Sept. 3.—While the private car, president Louie Hill of the Great Northern railway, was standing in front of the depot waiting to be attached to the Jamestown northern branch train, an engine on the main line crashed into the engine of the branch line, completely demolishing the private car and the president of the over, breaking the windows. President Hill and his hunting party who were en route to Hunter county hunting birds, were severely shaken up, but no one was seriously injured.

When the engineer of the passenger train saw the oncoming freight he had started to back his train in an effort to couple on to the Hill car and take it out of the way. The freight engine hit the Hill car and drove it 20 feet ahead, where it met the Jamestown northern train filled with passengers. A number of passengers received slight injuries. President Hill's car was side tracked and his hunting party was transferred to another car supplied by the Northern Pacific. The freight engine was put out of commission.

TORNADO STRIKES TOWN

Montgomery, Ala., Sept. 3.—It is reported here tonight that a tornado struck near Gaines, Ga. town of 1000 people, tonight. All communications by wire with that section of the state have been cut. Efforts to reach neighboring towns by telephone are futile. The railroad operators report that all telegraph wires east of Union Springs are down.

QUEBEC BRIDGE DISASTER

RESIDENT ENGINEER HAD GIVEN WARNING OF TROUBLE

PROMPT ACTION TAKEN TO ADVISE CONSULTING ENGINEER

Quebec, Sept. 3.—The annual meeting of the Quebec Bridge company was held today, president Parent presiding. The treasurer's report showed that \$135,000 has already been paid the Phoenix Bridge company, and that \$100,000 is due for work done. The annual report was accompanied by a report from the consulting engineer, who says: On the evening of the 27th ult. Mr. McCarty resident inspecting engineer came to me with a sketch showing that the ribs in one of the lower chords of the truss of the anchor span showed an inward side deflection. The matter was reported the same day to the consulting engineer and the Phoenix Bridge company, but in order to avoid delays and any misunderstanding that might arise from transmission of messages, Mr. McCarty left for New York and Phoenix to discuss the question. Soon after these interviews took place the bridge suddenly collapsed.

"Whether the chord in question was the cause of the accident is at present undetermined. Personally I did not see any immediate danger. At the same time I considered the question of sufficient importance to send Mr. McCarty to explain the situation to the consulting engineer and the Phoenix Bridge company; before Mr. McCarty left he satisfied me as to the pier levels and line of the main post, etc. A few days previously the levels were taken for deflection which agreed with the theoretical calculations showing that everything was making out as it should. Of the results had been otherwise the conclusions would have been that something was wrong."

Parent was re-elected president. He desired to resign as during the last session certain members of the house of commons had commented upon his incapability of filling the position at the same time as that of chairman of the National Transcontinental commission.

WAR NEARING

Peace of Europe in Hands of King

MOROCCO ENTANGLEMENT

NOTHING SHORT OF SUBJUGATION OF THE MOORS WILL BE POSSIBLE TO FRANCE WHICH IS NOW BARELY REALIZING THE SITUATION.

Paris, Sept. 3.—The French people are just beginning to realize the seriousness of their embroilment with Morocco. The government persists in its declaration that under no circumstances will it undertake the subjugation of the country. Yet it is clear to the most ignorant observer that the present situation is intolerable.

The country is now in a complete state of anarchy and united only on one point, hatred of Christians. A struggle of three claimants for the sultan's throne is in full swing, with Raulul remaining a comic side show. It has been inferred from the latest attitude of the French government that Germany has not yet consented to any action beyond the scope of the Algerias treaty in restoring order in Morocco. There is good reason to believe that this is not altogether correct. Germany will not in all probability, oppose necessary measures to restore order.

The fact is that France herself is internally appalled at the nature of the task which confronts her. It will involve enormous expense, and under the present agreement between the powers, would bring her no possible return. It is imperative, in fact, that an early new Moroccan agreement be made by the powers. France in the meantime will make no unnecessary move in dealing with the local situation at Casa Blanca and elsewhere.

It is not anticipated that there will be any serious jealousy in the way of reaching an understanding. The difficulty indeed, will be in France under taking the job of subduing the Moors, seeing that it involves a war of no small proportions. In the meantime the Moors themselves, in their ignorance, are able to interpret the attitude of the powers only as indicating fear and impotence, and the danger of a holy war and an internal struggle to follow is increased momentarily. Poupardier on the subject are rapidly progressing but it is impossible to know when a conclusion will be reached.

In many alliances are many entanglements. Is Edward VII powerful enough, or what is more important, skilful enough to keep the skein of European politics from getting into a snarl? This is the somewhat disconcerting question which the diplomatic world is discussing in the light of the momentous developments of the last fortnight. When England abandoned her policy of splendid isolation she went to the opposite extreme.

She began by making friends with the United States, no closer relationship being possible. She made Japan her ally on terms so sweeping that she already regretted them. She bound herself to France in an entente which is virtually an alliance. She entered into compact with Italy, Spain, Portugal, which imply a close community of interest. She has just negotiated a rapprochement with Russia, and to complete the circle, she has now reached a friendly understanding—to characterize it by the mildest diplomatic term—with her natural rival, Germany.

England is a word for everybody's mutual friend. The connecting link in each one of her complicated relationships is the personality of king Edward. He alone has created this unprecedented situation. His position is unique in the history of mankind, and in theory it is ideal. Row will it bear the test of experience?

National rivalries and ambitions have not been destroyed, racial prejudices still exist. Human nature remains much the same as it was in the nineteenth century. The real arbiter of the world's peace at the present moment is king Edward. His self-imposed task greater in responsibility and more arduous than was ever before laid on the shoulders of a single man. This is the situation which absorbs the attention of the statesmen of the old world as well as it may. It would not be true to say that the future will not see any giving, though any situation depending largely upon the life of any one man, already well advanced in years, must be described as uncertain. The principal requisite, however, for the success of his mission is present in abundance. He has, full confidence both in his capacity and his bona fides. The expression "Perfidious Albion" has disappeared from European politics since he came to the throne. The most suspicious of his continental rivals now credit the English sovereign with a sincere desire to develop his empire along peaceful lines, and with this end in view, to reduce the heavy military burden which is beginning to cripple his country's industrial and commercial progress.

Another factor promises to be king Edward's potent ally for a considerable time to come. The prevailing spirit of the nations is for peace. No one has been able to understand or control the strange laws governing the psychology of public opinion which usually decide questions of peace or war. No one has been able to explain a sudden outbreak of violence which at one moment would cause a nation to spring to arms, while at another time it scarcely ruffles popular passion. That king Edward will know perhaps better than any other man how to use his great influence to soothe and mitigate such outbreaks, is conceded by all who understand his tactful ability. This, however, must be included among the greatest of the unknown difficulties which he must expect to encounter. Other more definite dangers await him. How will he deal with the great crisis which inevitably will arise when Francis Joseph's sceptre passes, perhaps to his unpopular legitimate successor, perhaps to another's hands? How will he safeguard the world's peace when Japan develops coyness? Unforeseen quarrels will arise, and the role of everybody's friend, and that friend not a distant one, is as full of embarrassments between nations as between individuals.

It is a theory but noble path king Edward has marked out for himself, but he enters upon it with the hearty good will of all mankind. The world may well speed him on his way with the earnest cry of "Long live the King." If he be spared to gain the highest achievement that ever inspired man's ambition, then indeed will history crown him Edward the Great.

A NEW DEPARTURE

New York, Sept. 3.—Alfred F. Smith, vice-president and general manager of the New York Central railway, must stand trial on a charge of manslaughter in the second degree growing out of the wreck of an electric car on the Harlem railroad at Woodlawn on Feb. 3, 1906, according to a decision handed down today by Justice Giegrich.

CAR OWNERS' ASSOCIATION

Chicago, Sept. 3.—The individual car owners' association was organized here today. The object of the organization is to bring about a uniform, fair and equitable system for the care and handling of cars throughout the country.

BURNED HIMSELF TO DEATH

QUEBEC WOMAN RESPONDS TO CALL OF GOD.

PREPARES BONFIRE, STRIPS AND IMMOLATES HERSELF.

Montreal, Sept. 3.—Believing that Christ had ordered her to die like John of Arc. Mrs. Joseph Lalonde, 46 years of age, residing at St. Lawrence, a few days ago, stripped herself up on to a nearby hill, built a funeral pyre and burned herself to death today.

Mrs. Lalonde spent several hours gathering fence rails and logs on her own farm preparing for her immolation, after which she took a few minutes ready to sit down and write several letters in which she stated that she had decided to respond to the call of God. She placed the letters in her hat and hung it on the top of the tree near the scene of the tragedy. She had taken the precaution to bring plenty of matches with her. She removed all her clothing and hung it also on the tree limbs which shadowed the fatal bonfire. This was the last that was seen of the woman. She was found lying face downward with the grass held tightly in both hands. The body was taken to her late home here. Her several small children were terrified at the sight when she was removed to her home.

Joseph Lalonde died about six months ago and since that time the poor woman has been acting strangely but it was never thought by the neighbors that she would attempt such an act.

Corporal McMahon went out and holding a thorough inquiry decided that the woman killed herself while of unsound mind.

FACING JAPAN

Preparations Made to Supply United States Fleet on Pacific

Philadelphia, Sept. 3.—According to steam coal experts a revolution is impending in soft coal shipments from this and other Atlantic ports, due to the removal of the Atlantic fleet to the Pacific coast. In the first place the belief is general here that the fleet will go to the Pacific not to return. This would mean the shipment in the next few years of millions of tons of coal to the Pacific coast ports for the use of the battleships. Necessarily this coal must go in ships from eastern ports as the railroad freight rates makes the price of coal delivered on the Pacific coast almost prohibitive.

Another factor in the importance of the situation John C. Grady, director of the department of wharves, docks and ferries of this city, today notified the government that ships desiring to load coal for the Pacific coast will be given preference at this port. For some time past government agents have been quietly collecting information regarding the coal shipping possibilities in the various ports on the Atlantic coast, with a view to using those more advantageously when the government demands begin. It is the desire to store coal in large quantities on the Pacific coast in advance of the arrival there of the battleship fleet.

CLOSER BOND

Congressman Quincy Desires Reciprocity

BUT CANADA'S CONTENTED

SPEECH BY LEMIEUX AT EXHIBITION AT TORONTO—GOOD RESULTS OF ARBITRATION LEGISLATION BY THE PRESENT GOVERNMENT AT OTTAWA.

Toronto, Sept. 3.—Two subjects of great economic and political importance were discussed at the exhibition directors' lunch yesterday. The industrial problem formed the topic of a speech by Mr. Lemieux, postmaster and minister of labor, while Canada's commercial relations with the United States was the subject of a deliverance by Hon. Josiah Quincy, four times mayor of Boston, and a member of the United States congress.

The minister of labor in his speech expressed his satisfaction at the fact that less and less was being seen in the public press of the unhappy references to questions of race and religion and said that in Quebec, they were even more interested than in Ontario in the British industrial situation, which they desired to cherish and keep as long as they could.

Touching the labor question he said that the complex and highly inter-dependent conditions under which modern trade and industry were carried out had brought about such a situation in every industrial community that the well being of the whole world was dependent on the continued operation of certain underlying factors of production. The systems of transportation and communication and the great public utilities were the most important of these factors and the disastrous effects of prolonged industrial disputes on railways or in mines were sufficient to indicate the importance of the state doing all in its power to prevent and minimize the frequency of such occurrences. He then referred to the legislation that had been passed by the dominion parliament, claiming that it gave good cause for congratulation and instancing the disputes that had been settled through the machinery, what has been accomplished also gave reason to hope that Canada would advance much further toward industrial peace and in establishing the custom of adjusting industrial disputes by arbitration would hasten the removal of the other great enemy of industrial progress.

Hon. Josiah Quincy spoke of the reciprocity movement in Massachusetts led by Mr. Whitney, saying that there were 22,000 people of Canadian birth in that state and it was not strange that they were awakening to a keener consciousness of the ties that bind them to Canada.

Mr. Whitney, the leader of the democratic party of the state, was endeavoring to reopen the question of commercial relations and it was not strange that the movement existed in Massachusetts it would develop in the other states and congress would ultimately be forced to take action.

While the United States was throwing away its opportunities, Canada had been adopting other commercial policies and he realized that she would take no further steps to establish relations with the United States unless the latter made the first move. He believed there were foolish and unnecessary restrictions to the natural flow of commerce and said both parties in the United States realized that the tariff must be lowered within the next few years. The next election would be fought to some extent on that question and they were making it paramount in Massachusetts so that a good thing at the polls would force the issue at the national election.

PREVENT COAL FAMINE.

Washington, Sept. 3.—An inquiry into the railroads of the west is to be made by commissioner Lane of the interstate commerce commission. The inquiry was made concerning transportation of coal in the west and the northwest and both railroads and shippers will be extended the assistance of the commission to avert a coal famine as occurred last winter.

MANCHURIAN SUCCESS.

Big Political Question of the Day in China.

Peking, Sept. 3.—The question of the Manchurian problem, active officials assert, has today become the paramount topic of the deliberations at the summer palace. One of the ablest foreign authorities says that more urgent than a constitution for China or the amalgamation of the opposing Chinese and Manchus is the question of an heir apparent, which the dowager empress, the greatest of all Manchus, closely identified with the continuance and security of the dynasty.

The question has not been raised since the time subsequent to the dowager's deposing of prince Chun's son, Pu Chun, in accordance with the protocol of 1901, when a majority of the imperial class reaffirmed loyalty to Pu Chun. This action caused a dangerous and serious situation and was regarded as an affront to the powers threatening a renewal of the complications. A price was placed on Chun's head, the clan was denounced and his activity suppressed. The urgency of the question of the succession and the difficulty of its settlement is serious, owing to the infirmities of the dowager empress, due to old age, which are complicated threats of apoplexy and also by the condition of the emperor who is constantly reported to be ill. He is said to be the victim of a decline which adds to the possibility of an accident to the throne, other than that feared from an accident or revolution. In view of her own precedent of arbitrarily making Kwang Hsu emperor, it is believed that the dowager empress will declare the heir apparent independently of the wish of the imperial clan.

WHOLESALE ASSASSINATION.

Tazzi Brothers Swept Out of Path of Calid Mechar.

Casa Blanca, Sept. 3.—Letters received here from Fez declare that the Tazzi brothers, Abdul Kareem Ben Sulaiman, the Moroccan foreign minister, and Manani, the sultan's second representative at Tangier, have been assassinated by partisans of the calid of Mechar, the official who introduced ambassadors to the court of the sultan.

The Tazzi brothers exercised almost complete domination over the sultan and to them is attributed the ruin of the empire. It is alleged that they sought only their personal aggrandizement. Their fortune is counted by millions and is said to be sufficient to pay the entire debt of Morocco. Some time ago the calid of Mechar was on the point of killing the Tazzi brothers in the presence of the sultan. The name of the calid is Driss Ben Aich, and he is a descendant of the Bijaia, one of the four tribes which founded the Moroccan monarchy.

Abdul Karim Ben Sulaiman was a perfect type of the cunning, diplomatic Moor. He recently sent his condolences to the French charge d'affaires at Tangier regarding the massacre of Europeans at Casa Blanca. Ganam was intensely anti-European, he was recently accused of complicity in an alleged sale of government lands at Tangier.

VICTORIA HUNTERS.

Victoria, Sept. 3.—An army of hunters took to the woods on the opening of the shooting season yesterday. Several good bags were brought in from points up the E. & N., birds being reported more plentiful than a year ago. A party who went to Sooke lake got thirty birds, with two guns the first day and well as two baskets of trout, and the second day killed five deer and a large black bear. Seventeen deer were brought down on last night's train from Vancouver island.

J. Frances and W. Carter, who formed two of a party of hunters from this city, who started into the woods on Sunday from the summit, have not been heard from since. Searching parties were out yesterday and today, but nothing has been heard from the missing men. W. H. Keatings, clerk of the police court, met with a painful accident while preparing for the shooting season. The first cause of the accident was the breach of the gun, fracturing the bones of his left hand.

STOLEN UNION FUNDS

Chicago, Sept. 3.—Clarence J. Camp, secretary of the milk drivers' union, was arrested tonight on warrants sworn out by George M. Briggs, traveling auditor of the International Brotherhood of Teamsters, on a charge of having stolen \$19,500 belonging to the union. Camp's shortage is said to have been discovered when a check was returned from a Boston bank marked "no funds." An investigation followed and Briggs declares that he found the treasury fund had become almost depleted. Camp was released on \$5000 bonds. He refused to make any statement regarding the shortage.

BORDEN AT VALLEYFIELD

REPEATS SUBSTANCE OF PREVIOUS SPEECH THERE.

STILL FLIRTING WITH GOVERNMENT OWNERSHIP QUESTION.

Valleyfield, Que., Sept. 3.—R. L. Borden M. P., leader of the conservative party in Canada, accompanied by J. G. H. Bergeron, M. P., of Beauharnois, and a number of prominent conservatives, reached Valleyfield yesterday. They were met at the station by the mayor, council and the Valleyfield band. Mayor Robert Read, made an address of welcome, to which Mr. Borden fittingly replied. A procession was formed and the conservative chieftain and his party were escorted to a park, where a crowd of 3,000 people gathered to do him honor and to listen to his address. Mr. Borden reviewed the substance of his previous speech here. He repeated what he had said with respect to the government ownership plank and complained that he had been misrepresented in what he had said on this point in Quebec. He also referred to the autonomy bill and to the transcontinental railway. With respect to the latter he said, as so much of the people's money was going into the venture, he thought that the government should control it. If men like Thomas Tait could make a success of the Australian system of government railways there is no reason why a government system should not pay in Canada.

He also referred to the Intercolonial railway and the North America Trading company.

Mr. Borden's Ontario tour opens at Chatham next Saturday.

KAISER'S NEW ALLY

Berlin, Sept. 3.—The visit of the two envoys of king Menelik of Abyssinia is attracting great attention owing to the reports that Germany is about to enter into closer relations with Abyssinia.

TRAIN WRECK

Special C.P.R. Train Jumps Track at Owen Sound

ELEVEN PERSONS KILLED

TWENTY-SIX OTHERS ARE REPORTED TO BE INJURED—CARS PILE ON LOCOMOTIVE—TRAIN WAS BEHIND TIME AND UPON A DOWN CURVE ON THE ROAD.

Orangeville, Ont., Sept. 3.—Word has been received here of the wreck of a special train from Owen Sound, which passed through here at 9 a. m. The train consisted of six coaches, five of which left the track.

It is said that eleven persons were killed and twenty-six injured. The engineer and fireman remained on their engines, which jumped the track and they were seriously injured. Among the dead are James Banks of Perth, Mr. Armstrong of Markdale, Norman Tucker of Markdale, and John Thurston of Walkersburg. Among the injured are Harry Halbert, son of James Halbert, who has a leg broken. Robinson of North Bay, formerly of Orangeville and Mr. and Mrs. Douglas of Markdale, father of A. C. Douglas, druggist at Orangeville.

The train pulled into Orangeville one hour late. Half an hour later the locomotive jumped the track on the down grade of the Horseshoe curve of the Caledon road. Five cars were piled up to put the locomotive. At Orangeville every seat was filled and people were standing in the aisles. All these cars were jammed together in the fierce shock. Of those on the train at least twenty-five were injured. Among them fatally, and six were killed outright. The only explanation of the disaster so far is that the engineer was trying to make up time and took the Horseshoe curve at a high speed.

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FIRE VALLEY NOTES

