

# NO MORE ANAESTHETICS FOR SURGICAL OPERATIONS.

## Professor Discovers Method of Causing Electric Sleep—Painless Electrocutation.

Paris, Sept. 16.—Stephane Ledue, the eminent professor of the school of medicine at Nantes, has discovered a method of causing electric sleep, which, it is declared, will replace chloroform and other anaesthetics in all surgical operations. The discovery proceeded from a study of the effects of intermittent currents and from the knowledge that the skull and brain offer but little resistance to the currents. For a human being a current of thirty-five volts is applied intermittently in its full strength for varying fractions of a second. Two electrodes are applied to the skull in a special manner, the points of application being first carefully shaven.

Professor Ledue made scores of experiments on dogs and on himself. All were successful. The application of the current is not dangerous, and no ill effects are found even when the experiment lasts for hours.

The arguments for the electric sleep are said to be numerous. Anaesthesia, chloroform, morphine or ether is disagreeable, always dangerous and has often proved fatal, while the awakening is painful. During the electric sleep the patient is perfectly quiet and the awakening occurs as soon as the electrodes are withdrawn.

The sensations after the operation are quite agreeable. The mind appears to work more clearly and more rapidly and there is a sense of increased physical vigor.

The last circumstance led Professor Ledue to use his brain electrocution for cases of nervous exhaustion and even ordinary fatigue and moral depression, with wonderful results.

Incidentally a scientist asserts that this application in a certain manner of his special current will electrocute a subject in absolutely painless manner, gentle sleep being followed by gradual, but certain, death.

### C. P. R. REPORT.

#### GROSS EARNINGS OVER SEVENTY-TWO MILLION DOLLARS.

Working Expenses Have Increased to Nearly Sixty-five Per Cent. of the Earnings—Encouraging Report.

Montreal, Sept. 16.—The annual report of the Canadian Pacific Railway Company for the fiscal year ending June 30, 1907, was issued this afternoon. The annual meeting, the 26th in the history of the road, will take place on Oct. 2nd at noon.

The annual statement gives the grand total mileage of all lines as 10,230. This made up of mileage under construction, 823; mileage of other lines worked, 202; mileage included in C. P. R. traffic returns, 9,133, giving the total as 2,858. The condensed balance sheet shows the ocean, lake and river steamships to be valued at \$16,416,000; acquire securities are placed at \$53,457,500; properties held in trust for the company, \$3,414,000; prepaid payments on land and timber sales, \$15,854,000; advances to Duluth, South Shore & Atlantic Railway car trust, \$2,336,000; advances to lines under construction, \$6,702,000; material and supplies on hand, \$9,425,000; station and traffic balances accounts receivable and advances, \$8,461,000; accounts due for mail transportation from the Imperial and Dominion Governments, \$263,000; cash on hand, \$21,304,000; value of railway and equipment, placed at \$233,711,000, giving a grand total of assets of \$389,339,600.

The total expenditures for the year amounted to \$48,915,000, the principal items being as follows: Conducting transportation, \$27,765,000; maintenance of way and structures, \$10,110,000; general expenses, \$1,177,000.

Earnings in detail are as follows: From passengers, \$19,528,000; freight, \$45,881,000; mail, \$722,000; sleeping cars, express, elevators, telegraph and miscellaneous, including profit from ocean steamships, \$6,078,000, a grand total of \$72,217,000. This leaves the balance for the year at \$25,303,398.81.

### SHOT BY LOVER.

HE DID NOT KNOW IT WAS LOADED, BUT IT KILLED BRIDE-ELECT.

Small Hole Through Girl's Brain Tells of Fatal Mistake—Caused by a Practical Joke—Prostrated Groom-to-be Blamed for Accident.

Denver, Col., Sept. 16.—The ancient story of "don't know it was loaded" caused a heart-breaking tragedy in Denver last night, when life, just beginning to bloom for a beautiful 19-year-old, was snuffed out instantly in an unaccountable but fearful mistake.

Edna Calloway, niece of the late former Judge J. M. Mills, is dead. In her forehead is a small black spot that tells of the bullet from a 32-caliber Colt which had entered and carried death in its course.

W. Lyle Anderson, of Kansas City, aged 22, the man who was soon to marry Miss Calloway, was present. Now, in the delirium of his grief he moans over and over again words of love for his "dead" bride.

There is a strong element of mystery in the affair. Last night the witnesses told the coroner that Anderson held the revolver and fired the shot. This morning all agreed that William W. Ellis, and expecting that some prank was on, Anderson's cousin, held the weapon. The facts in the case will probably not come out until the inquest is concluded.

It happened about 11:20 last night at the Ellis residence. Mrs. D. P. Anderson, of Kansas City, is a sister of Mrs. Ellis, widow of the former judge. On Saturday young Anderson and Miss Calloway to whom he was engaged, came to Denver to visit Mrs. Ellis, and on Monday Mrs. Anderson arrived. Last night there was a dinner party at the Shirley Hotel, and it included Mrs. Ellis, Mrs. Anderson, Miss Calloway, Anderson, and William W. Ellis, son of the former judge.

### LABOR TROUBLE IN LONDON.

Shoe Firm Charged With Violating Alien Labor Law.

London, Ont., Sept. 16.—Not long ago it is alleged the Cook-Fitzgerald Shoe Company of this city imported a number of skilled workmen from Brockton, Mass., for their shoe factory. Afterwards, from time to time, former employees were dismissed, apparently to make room for the Massachusetts men. In view of these conditions the dismissed men placed the matter in the hands of Mr. G. N. Weeks, a local lawyer, and it was decided to sue the Cook-Fitzgerald Company for damages under the alien labor act.

This suit will be tried in the Division Court, as it is understood that the men will seek only the minimum penalty. Had the maximum penalty been sought the case would have come before the fall Assize Court. The firm claim that they have not violated the law, because as the men are skilled mechanics they do not come under the act.

### GENERAL BOOTH

Sailing for Canada on a Tour of the Continent.

London, Sept. 16.—Men and women wearing uniforms of the Salvation Army filled the Union railroad station here this morning, a large party having assembled to bid farewell to General Booth, who left London for Liverpool, where he will embark on the Allan Line Steamer Virginia for Quebec, in which city the veteran commander will begin a campaign which is to extend over Canada and the United States. The "seventy-eight years young" general, as he describes himself, appeared to be quite as hearty as possible, considering his age.

From the railroad car he handed the reporters a message as follows: "Once more good-bye, dear old England. I leave your shores on what I believe is the last voyage of my life. As I contemplate the future, I rely more than ever on the old panacea for lessening the evils, inequalities and tyrannies of the world—namely, the regeneration of the individual by the power of God."

### LESS STARCH.

BISHOP OF LONDON GIVES ADVICE TO CLERGY.

His Earnest, Straightforward Talks Appeal Strongly to All Kinds of People—Many Denominations Represented on the Platform.

Ottawa despatch: The Bishop of London exemplified his gospel of work in Ottawa to-day by officiating at an early morning communion service and by visiting the Experimental Farm and the School of Sisters of the Church. He also managed to get a couple of hours on the links of the Ottawa Golf Club. His addresses, given at a breakfast in his honor, attended by the clergy of the Ottawa diocese, at children at the Church School, at the luncheon of the Canadian Club in the Russell House, and at a mass meeting attended by five thousand people in Hovick Hall to-night, were all apt and straightforward talks, typical of the character, aims and work of the world-famous "Poor Man's Bishop."

In the morning his talk to the clergy was a simple appeal for whole-hearted sympathetic work in the cause of Christ and humanity. "I like to see a high churchman," he said, "as high as you like but I also like to see him with his coat off preaching in the open air. We do not want too much starch. I know that my collar has been wet many a time within half an hour."

At the school he spoke simply and beautifully to the children, telling them something of his work among the children of the great metropolis and urging them to be loyal to the King, their Church, and the great King of Kings.

The last two addresses, those to the Canadian Club and the public mass meeting, were devoted to the expedition of his work and the work of the church in London.

Sir Wilfrid Laurier sat at the right hand of the Bishop at luncheon, and in the evening nearly all the Protestant clergymen in the city of all denominations were on the platform.

### NO NORTHERN CONTINENT.

Party of Explorers Found No Land North of Alaska.

New York, Sept. 16.—The commanders of the Anglo-American polar expedition which lost its ship, the *Duchess of Bedford*, in an attempt to find a new continent north of Alaska, reported to the American Geographical Society to-day that the soundings they made disclosed no such land. The despatch came from Elmer Mikkelson and Ernest Leffingwell, the joint commanders of the expedition, and was dated at Dawson on September 10. The explorers reported that the sledge trip north of Alaska covered five hundred miles of sea ice, and they crossed the edge of the continental shelf twice.

Their soundings, taken fifty miles off the Alaskan coast and beyond, were made to a depth of 2,000 feet, but found no bottom. Next year, they reported, they will continue the exploration of Beaufort Sea, surveying the coast and making geological and ethnographical studies.

### DUTIES OF PHYSICIANS.

To Take Part in the Fight Against Criminal Operations.

Montreal, Sept. 16.—At this morning's general session of the Medical Convention a proposal was introduced to take stern measures to rid the profession of every black sheep guilty of a criminal abortion. The opinion was expressed that the doctors had not taken their proper share in fighting this crime, but had left the battle mainly to lay papists. The proposal was referred to a committee to report to-morrow.

The association elected officers to-day as follows: President, R. W. Powell, M. D., Ottawa; Vice-President, J. O. Cameron, Sherbrooke; Secretary-Treasurer, J. Penton Argue, M. D., Ottawa; Solicitor, F. H. Chrysler, K. C., Ottawa; Executive, E. E. King, Toronto; J. Olmsted, Hamilton; D. H. Arnott, London; J. C. Connell, Kingston; J. D. Courtney, Ottawa.

### RIFLE-SIGHT FIRMS AT LAW.

Sutherland Company Secures Judgment in Exchequer Court.

Ottawa, Sept. 16.—Mr. Justice Burbridge in the Exchequer Court has issued a judgment in favor of the Sutherland Rifle Sight Company, of Westville, N. S., in its action to restrain the Mitchell Rifle Sight Company, of Toronto, from infringing on a patent. Costs were also allowed and an order made for account to be taken by the registrar for all damages sustained by the Sutherland Company.

### CZAR STUCK TO THE SHIP.

REFUSED TO LEAVE UNTIL ASIA WAS READY FOR HIM.

St. Petersburg, Sept. 16.—No official announcement has been made here up to 1:30 o'clock this afternoon regarding the grounding of the Imperial yacht *Herzog* at Hauga, Finland, yesterday afternoon. The news has been withheld even from the ambassadors, no hint of the accident having been allowed to reach the public and the newspapers have been forbidden to publish word on the subject under pain of heavy fines and imprisonment, as provided for by the recent drastic prohibition preventing publication of official news regarding the imperial family.

The Associated Press, however, learns that the grounding of the yacht, on board of which were Emperor Nicholas and Empress Alexandra and their family, was a depressing effect upon Captain Stagin, the commander of the vessel. The *Herzog* is in an unfavorable position upon some rocks which are submerged at high tide, but exemplary order of the disaster being telegraphed to the naval authorities, a number of warships and a salvage steamer were hurried to Hauga. At 10 o'clock last night the Imperial party left the *Herzog* and were taken on board the despatch boat *Asia*, while urgent orders were telegraphed to St. Petersburg to have the imperial yacht *Alexandra* sent to Hauga where she is expected in the course of the day.

His Majesty was urged to leave the vessel when she struck the rocks, but he refused to do so and waited until the *Asia* was ready to take him and the Imperial family on board.

Though it has been suggested that the accident to the vessel was due to members of her crew, who purposely ran her aground, present opinion is that the disaster here that the disaster was due to the narrowness of the channel between the islands of the Finnish Archipelago near Hauga.

### RAIL ALTERED.

WITNESS SAYS RAIL AT CURVE WAS RAISED IN 1904.

Caledon Wreck Inquest Still Unfinished—Passengers Give Evidence—Section Hand Says Train Was Making Fifty Miles an Hour.

Toronto despatch: Although Dr. Arthur Jukes Johnson and the jury sat until nearly half-past 11 last night the inquest on Richard Bell, a victim of the Canadian Pacific wreck near Caledon, was not concluded. A number of witnesses gave evidence as to the speed of the train, and although they varied considerably, both passengers and onlookers agreed that the train was travelling at a rapid rate. Mr. T. C. Robinette, a P. K.

George Hodge, the engineer, was recalled by the coroner and cross-examined by Crown Attorney Macfadden. "Had you anything to drink after you left Parkdale?"

Proceeding, witness said he took about eleven minutes to travel 3.05 miles to the scene of the wreck, or about nineteen miles an hour.

Matthew Grimes, the conductor of the ill-fated special, next told his story, which, as to the times of arrival and departure from the various stations, agreed with that of the engineer. He estimated, but could not swear to it, that at the time of the wreck the train was running at twenty miles an hour.

The Crown Attorney—Did any of the passengers make any complaint as to the speed? No, sir.

"Did you ever come down that grade so another could not exactly swear that I have."

Benjamin Tansley, of Orangeville, the roadmaster of that section, said that he had inspected that part of the Canadian Pacific line, and a section foreman went over it before the train came down. The road was in perfect condition.

Crown Attorney Macfadden—Have any changes been made in the rails? A.—In July, 1904.

"What was the change?" A.—The inner rail was raised two inches, making the difference between the height of the two rails four and a half inches instead of six and a half inches.

"What was the object of the change?" A.—To make it easier for trains going up the grade. With one rail six and a half inches higher than the other it is half inches higher than the other it is, the alteration would make it easier to keep the track in repair.

"Would it make any difference in the safety of the road?" A.—Twenty miles an hour would be safe on that road.

Allan Van Wyck, section foreman, who examined the roadbed on the morning of the accident, said it was in good repair. He was half a mile away from the spot when it happened. "It was travelling pretty fast, and I said to my men, 'That train must be travelling about 35 miles an hour.'"

The Crown Attorney—Were you surprised to hear of the accident? A.—I can't say that I was.

Peter V. Thibodeau, a passenger from Parkdale, had the curiosity to time the train on its trip from Orangeville, and noticed that they were gaining on the time-table. After leaving Orangeville the pace was still rapid, and he reckoned that at that rate they would get into Toronto half an hour before the scheduled time. Then the smash came.

Another passenger, Robert B. Henry, of Orangeville, felt no alarm until they reached the grade. Then, not noticing that the brakes had been put on, he made a dive for the door. At that moment there came a jerk, and the train went into the ditch, while he was thrown clear.

### STOLE ALASKA.

FORGED EVIDENCES OF EARLY OCCUPATION OF THE COAST.

Leo Nabokoff, Friend of Tolstoi, Has Discovered Documents Which He Produced a Few Years Ago Might Have Saved Canada Some Territory.

Winnipeg, Sept. 16.—Leo Nabokoff, a friend of Count Leo Tolstoi, who is armed with a mission from his chief to the wandering Doukhobors, is in Winnipeg and has opened an office at 901 Main street. Mr. Nabokoff has unearthed some ancient Russian documents in Alaska which materially affect Canada's position on the Alaska boundary question, and showing how Russia forfeited her early occupation of the Pacific coast. Mr. Nabokoff formerly resided at Sitka, Alaska, where he was at the time of the transfer of that territory from Russia to the United States. Later Mr. Nabokoff was sent by his Government to Sitka to put in order the archives kept by the Russian authorities, which they had not taken the trouble to remove. In doing this work he found there some very interesting documents.

These were kept in old Russian, which is not generally understood by those who know that language, but which he had recently forwarded to the Governor-General of Canada, having a most important bearing on the Canadian boundary question, and if they had come to light at the time of the conference in London would have affected decisions as to the marking of the Canadian frontier most materially. The purpose of the records is the Russia stole the whole of the Pacific coast.

An acknowledgment of the receipt of the transactions by His Excellency states that they have been referred to his Ministry for consideration. The document referred to as translated by Mr. Nabokoff, and of which a copy was forwarded to the Governor-General, is dated at St. Petersburg, in 1836 and is marked "dried" in pencil.

The translation reads as follows: "To the Governor of the Russian American Territory, Sitka (New Archangel): We are sending you ten tablets representing the Russian coat-of-arms, securely packed, which you are to open up privately. Next summer you are to organize an expedition of several men under a navy officer so secretly that neither Russians nor Indians will see them start to cross to the continent, taking with them those tablets and marching as far as possible in a southeasterly direction, without danger of being observed even by the natives. Then these tablets will have to be buried, separated at considerable distances from the other holes about an arship or an arship and a half deep, due north by south. These places of concealment must be marked on a map (astronomically) and so accurately and locally described that there should be no difficulty in finding them later afterwards in case a dispute on priority of occupation will arise between Russia and Canada. The same great caution must be observed in marching back to New Archangel, and the officers and men who took part in the above transaction must be taken on board immediately and sent to Russia. Please see that this is done as directed."

INSPECTED THE CANNERIES.

St. Catharines Newspapermen Find Them Clean and Healthful.

St. Catharines despatch: The taste of the Provincial health authorities relative to the canning factories of Niagara district have caused considerable stir in the city and the newspapers devoted an investigation, with the result that the canneries consented and invited the newspapermen to make the investigation. This was done to-day, and both the local dailies sent representatives to the factories, all of which were reported to be in appearance as sanitary and clean condition. Factory managers claim that the inspector on the occasion of his last visit expressed himself as pleased with what he saw.

The blow felled the other officers, managed by L. M. Schenck, expended \$4,000 on improvements. As to the employment of foreign help, the officials claim that local help is much cheaper, and would be employed, but cannot be obtained.

### FIREMAN KILLED.

Fatal Collision on the C. P. R. at Plantagenet.

Ottawa despatch: John Knox Blackburn, of Canby, a fireman, was killed, and Herbert Reynolds, engineer, seriously injured in a collision at Plantagenet, on the C. P. R. Montreal short line, last night. A train of empty coaches, being taken from Ottawa to Montreal, ran into a ballast train, which was lying on a siding a short distance from Plantagenet station, with the result that the engine Blackburn was found dead. Reynolds was unconscious a distance away. The rest of the train crew escaped without serious injury.

### QUEER VOTING REGISTERS.

Why Ellen Terry's Name Remains on List as Mrs. Wardell.

London, Sept. 16.—The municipal voting registers are now undergoing the usual revision, and many queer discoveries are being made. When the revising officer found that Ellen Terry's name remained on the list as Mrs. Wardell he called attention to the fact that the actress' name was Mrs. Carew. To him the revising officer, however, because no official intimation of her marriage had been received.

Wigg—I never knew Bjones was a collector of antiques. Wigg—Oh, yes; he collected \$20 the other day that Borrows had owed him for eight years.

### THE RIGHT OF SUPERANNUATES.

HOW TO DO THIS PUZZLES THE CHURCH UNION COMMITTEE.

Hope to Find Way Out—Methodist and Presbyterian Administrations Differ—Committee Dealing With That Portion of Basis of Union Has Been Enlarged and Subdivided.

Toronto Despatch.—The latest proposition before the Joint Committee on Church Union at present appears to be that with which one of the sub-committees wrestled yesterday afternoon—viz. the administration of benevolent funds, such as those for the support of aged and infirm ministers and of ministers' widows and children. The Methodist and Presbyterian Churches contribute to such a fund voluntarily, but in the Methodist Church it is obligatory, and the methods of obtaining and disbursing the revenue of these funds therefore differ materially.

The different methods adopted were gone into by one of the sub-committees of the Committee on Administration, but the solution is still in the future.

Because the sub-committee on administration has the biggest task on hand, its work has been subdivided among a smaller committee chosen from among its own members. These are dealing, respectively, with the benevolent funds, publishing interests, colleges and their support, and missions.

The added Congregational members of the sub-committee on administration, chosen yesterday morning, are Rev. Prof. Warriner, Rev. W. T. Gunn, Rev. F. J. Day and Mr. Henry O'Hara.

The sub-committee of the Committee on Administration, which has to deal with missions, talked over the arrangement of the missionary work and the different funds in the various churches that would come under certain departments in the proposed new Church.

The sub-committee on book and publishing interests received information as to the workings in the different churches, and decided that there are no practical obstacles in that respect.

The Presbyterians met last night, under the chairmanship of Principal Mackenzie, with a large attendance of the section. They went carefully over the entire doctrinal statement and agreed after full and free discussion to make representation on two minor points to the general meeting of the Joint Committee this morning.

### POWERFUL BLAST.

ROCK HURLED FIVE HUNDRED FEET KILLS A MAN.

Stump Blown High in the Air—How Jandre Kuorter Met His Death While Working on the Shaft-house at Nipissing Mine.

Cobalt, Sept. 16.—To-day while working on the Nipissing property an Austrian named Jandre Kuorter, was battered down by a rock sent up by a blast on the right of way of the *Acet Lake* branch of the T. & O. Railway construction work, which is being done by contractors. About 3 o'clock this afternoon workmen on the railroad set off a blast to remove a stump. The blast must have been heavy, as an eyewitness saw the stump blown into the air at least 250 feet. At the same time a rock was thrown 500 feet to where Kuorter was working on the scaffolding of the shaft house that is being constructed over the Kendall vein.

The blow felled the other officers, the wound being inflicted an inch and a quarter above the eye. Dr. Hart, of Cobalt, relieved the man's pain by raising the skull off the brain, but he died at 5 o'clock. He was a single man and had no relations in Canada. His parents are both living in Austria. He was twenty-two years of age and had been working for the Nipissing only a week.

### MOORS SELL JEWS.

Arabs Couldn't Stand Defeat, But Want Revenge.

Tangier, Sept. 16.—Native advisers received here report that the recent defeat of the Moors near Casa Blanca has greatly lowered the fighting spirit of the tribesmen in the region of Chouelha. On the other hand, it is declared that the Moors are determined to make an effort to obtain revenge for the heavy losses which they have sustained.

The Moors continue to sell the Jews who were captured at Casa Blanca, handing them over to their friends or others upon the payment of small amounts.

The smuggling of arms continues in the vicinity of Cape Spartel in spite of the vigilance of the warships.

### UNIVERSITY APPOINTMENTS.

Board of Governors Make Them on Recommendation of President.

Toronto, Sept. 16.—The Board of Governors of the University of Toronto met in the Senate Chamber yesterday afternoon, and an additional considerable routine business made the following appointments for the coming session on the recommendation of the President:

Faculty of arts—In chemistry, R. B. Stewart, assistant; in biology, J. H. White, class assistant in botany.

Faculty of applied science—In electro-chemistry, J. H. MacDougall, assistant; in applied mechanics, C. R. Young, lecturer; in architecture, A. W. McCulloch, lecturer; in drawing, T. R. London, lecturer; in electrical engineering, demonstrators, H. H. Betts, W. S. Guest and R. H. Hopkins.

Faculty of medicine—In anatomy, demonstrators, Dr. S. H. Westman, Dr. W. J. O. Malloch, Dr. A. C. Hendrick, Dr. F. W. Marlow, Dr. W. A. Scott, Dr. G. E. Smith, Dr. C. J. Copp, Dr. W. B. Hendry and Dr. W. E. Galle.

### GREATER THAN LUSITANIA.

Plans for White Star Steamer of 40,000 Tons Register.

Belfast, Sept. 16.—The shipbuilding firm of Harland & Wolff admit officially that they are at work upon plans for a White Star Line steamer that is to be bigger than the *Lusitania*. The keel of this vessel is to be laid in a few months, and she will be fitted with reciprocating engines and turbines. According to information received from another source the new vessel is to be of 40,000 tons register.

### CANNERIES CLOSE.

Unable to Secure Supply of Corn and Tomatoes.

Kingston, Sept. 16.—The canning factories along the Bay of Quinte have had a poor season, and most of them have either closed or will soon do so. There has been a big shortage in the yield of corn and tomatoes, and the canners will not be able to fill their contracts. An advance in price of canned goods may be looked for.

### About the Usual Way.

"I understand that old Billowsay made his fortune out of a simple invention?"

"No. Out of a simple inventor," Pearson's Weekly.

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