

Without the approval of the National Assembly and Council of the Empire — How the Personnel is Chosen.

Globe 06 03 07

(Associated Press Despatch.)
Petersburg, March 2.—As the result of a series of special councils held at the Taarskoe-Selo and composed of forty high dignitaries, Ministers and members of the Council of the Empire, under the Presidency of the Emperor, the main guarantees of liberty have been granted, and a manifesto has been ordered to be coded and incorporated in the fundamental laws of the empire. The main points are as follows: No law will hereafter be effective without the approval of the National Assembly and Council of the Empire. The latter body will consist of an equal number of appointed and elected members taken from the clergy, nobility, zemstvos and Academy of Science, universities, trade and industry.

Will be Two Houses

There will be two Houses, both of whom will have power to initiate legislation which does not affect the fundamental laws of the empire, the question of succession, etc. The annual sessions will be convoked and closed by Imperial ukase. Both the Council of the Empire and the National Assembly will enjoy the right to interpellate Ministers for alleged unlawful acts. The sessions will be public.

WILL TRAVEL INCOGNITO.

AS THE DUKE OF LANCASTER KING EDWARD LEFT FOR PARIS.

Will Visit the President of France, Emperor William and the King of Spain—Will Talk Over Details of Alphonse's Marriage.

(Associated Press Despatch.)
London, March 2.—King Edward starts to-night on a two months' holiday in France and the Mediterranean, travelling incognito as the Duke of Lancaster, and arriving in Paris Saturday evening. He will stay at the British Embassy until Tuesday and during his visit to the French capital will see President Fallieres, whom he has not met. From Paris the King goes to Biarritz, France, and will stay there until the end of March, afterwards joining the royal yacht Victoria and Albert in the Mediterranean, where, it is said, he will meet Emperor William. During his stay at Biarritz King Edward will see King Alfonso and discuss the

ernment the desirability of guaranteeing the bonds of the C.N.R. from Prince Albert to Battleford. This line would open up a magnificent country. They also ask the Government to have the large area north and east of their city, which is rich rolling prairie, surveyed and thrown open for settlement. Senator Davis, Dr. Cash, M.P., Messrs. Turritt, M.P., and A. J. Adamson will support their claims.

SEVERAL CARS WRECKED.

A HEAVY TIMBER TRAIN RUNS INTO STANDING FREIGHT.

Three Engines Smashed—Narrow Escape of Station Agent Cochrane and Family and the Crews of Both Trains at Bracebridge.

(Special Despatch to The Globe.)
Bracebridge, March 2.—A disastrous railway collision occurred at the G. T. R. station here this afternoon. While a freight of merchandise, in charge of Conductor Riddell was unloading at the sheds a double-header from the north, made up of seventeen cars of timber and ten of lumber, with engines numbers 232 and 486, in charge of Conductor Mallory, steamed in on the same track at the rate of twelve or fifteen miles an hour. As a result two engines are completely demolished, while the third is almost a total wreck also. Six flat cars are strewn about in all directions. One was driven through the baggage house, while two others are piled up against the station. Station Agent Cochrane and his family, who live above the office, had a narrow escape. No one was seriously hurt, although Fireman Taylor has a nasty cut on the face. The accident was due to the brakes refusing to work while the train was coming down the heavy grade just north of the station. The engineers and firemen saved their lives by jumping in the nick of time. The damage will amount to some thousands of dollars.

BLIZZARD SWEEPS THE COAST.

Newfoundland Shipping Meets Disaster —A Schooner Missing.

(Associated Press Despatch.)
St. John's, Nfld., March 2.—During the severe blizzard which raged along the west coast of the island Wednesday night the halibut schooner Winged Arrow was driven ashore and proved a total loss. The codfishing schooner Vanguard was also wrecked. Both crews escaped. The schooner Chester, with a crew of ten men, is missing. When the storm broke all fishing boats were obliged to cut their moorings and run for shelter. It is feared that craft on the outer ledges suffered severely, and that possibly some of them foundered.

Are Down and Communication With Stricken City Cut Off—Long-distance Telephone Supplies Some News.

Engine #232 and

#486

(Associated Press Despatch.)
Mobile, Ala., March 2.—A long distance telephone message to The Item from Meridian, Miss., says a cyclone accompanied by heavy rain struck that city this evening at 6 30 o'clock. The storm centre was in the southern portion of the city, and particularly heavy along Front street, one of the principal streets of the town. Nearly every house on Front street is reported to have been demolished. The Armour packing plant, from which this message was received by long-distance telephone, is the only building left standing, and the roof of this is gone. Fire broke out in the ruins, and despite the heavy rain the flames were burning fiercely when the report was filed. A number of bodies are reported to be in the ruins, and the rescuers are working by candle light. The city is in total darkness, the lighting plants being put out of business.

Other Points Suffer.

The cyclone did severe damage at other points adjacent to Meridian, and all trains entering Meridian are delayed indefinitely. The Western Union Telegraph Company reported having lost fifteen miles of wire and the Postal Telegraph Company also suffered great damage. The wires are down between Atlanta, Birmingham, Memphis and other points, and it is impossible to secure communication with the stricken city.

Where the Storm Struck.

Birmingham, Ala., March 2.—The Alabama Great Northern despatcher's office has no wires further south than a point twenty miles this side of Meridian. Their last information was to the effect that the storm struck near the Mobile & Ohio crossing, and swept a path through the whole centre.

One Hundred and Fifty Dead.

Mobile, Ala., March 2.—A private long-distance message received from Meridian at 9 30 p.m. says the fire is raging in the devastated district. The work of rescuers is going bravely on, but owing to all lights being out lanterns and candles are being used, and the work is necessarily slow. It is thought that 150 bodies are in the wreckage.

The Union Depot is one of the buildings blown away. The telegraph wires are still down between Meridian, Mobile and other points.

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Latest By Wire

ANOTHER FATAL WRECK.

G.T.R. Freights Collide in the Yards at Sundridge.

Sundridge, Sept. 22.—(Special).—Another fatal wreck on the Grand Trunk occurred here at 3 o'clock this morning, the result of a collision between two freight trains in the yards. Fireman D. Forrester was killed; Thomas Weston, engineer, was badly scalded, but may recover; Peter Campbell had his leg broken. The injured men were taken to Barrie.

BIG FIRE AT TORONTO.

Canadian Oil Company's Plant Struck by Lightning and Destroyed.

Toronto, Ont., Sept. 22.—(Special).—The main factory and warehouse of the Canadian Oil Company, Canadian competitor of Standard Oil octopods, was struck by lightning early this morning, and is in ruins. The loss is \$100,000, said to be covered by insurance. The works were on Strachan Avenue, within a stone's throw of the Central Prison, the immense works of the Massey-Harris Company, and the planing mills and lumber mills of John B. Smith & Sons. The fire occurred in a district where on a dry night and with adverse winds the loss would have mounted into the millions. The fire broke out during the electric storm which passed over the city shortly after three o'clock, when the works were struck by lightning. The main oil tanks burned furiously and the

THEY HESITATE TO TAKE THE STEP

British Railwaysmen held a Meeting Yesterday But Passive Action Still Awaits

Can Obtain No Concessions From Employers' Union 5000 Employees Outside of U.K.

London, Nov. 1.—The railwaymen's battle with the railway companies was described yesterday as a "passive" one. The railwaymen's union, the National Union of Railwaymen, held a meeting yesterday at the headquarters of the union in London. The meeting was held in the evening and was attended by a large number of railwaymen. The union's secretary, Mr. J. H. Thomas, said that the union had received no concessions from the employers' union, the National Association of Railway Employers. He said that the union was still in a "passive" state and was waiting for the employers to make a move. The union's secretary also said that the union was still in a "passive" state and was waiting for the employers to make a move.

DOCTORS AND DRUGS FAILED HER

MEZMA TOUTURED HER Then She Tried "Fruit-Lax" and They Cured Her

San Diego, Nov. 1.—A woman who had been suffering from a long and painful illness, which had been treated by doctors and drugs, was cured by the use of "Fruit-Lax". The woman, who is now well, had been suffering from a long and painful illness, which had been treated by doctors and drugs. She had been in bed for a long time and was unable to get up. She had been suffering from a long and painful illness, which had been treated by doctors and drugs. She had been in bed for a long time and was unable to get up. She had been suffering from a long and painful illness, which had been treated by doctors and drugs. She had been in bed for a long time and was unable to get up.

NONE KILLED IN THIS COLLISION

Wreck on North Bay Line Near Brantford Involving "Sea" and "Fruit-Lax"

Engine Destroyed and Cars Damaged—Three Trains Involved

Brantford, Nov. 1.—A collision between three trains on the North Bay line near Brantford yesterday resulted in the destruction of an engine and the damage to several cars. The collision occurred at about 10 o'clock yesterday morning. A head-on collision occurred between a passenger train and a freight train. The passenger train was carrying a large number of passengers. The freight train was carrying a large number of freight cars. The collision resulted in the destruction of the engine of the passenger train. Several cars of the passenger train were also damaged. The freight train was also damaged. The collision resulted in the death of one person and the injury of several others.

SIMCOE

Nov. 1.—Special—Tom Simcoe, of Toronto, was in town yesterday.

Mr. Simcoe, who is a well-known figure in the city, was in town yesterday. He was seen at several places in the city. He was seen at the city hall, where he was meeting with several officials. He was also seen at the city hall, where he was meeting with several officials. He was also seen at the city hall, where he was meeting with several officials. He was also seen at the city hall, where he was meeting with several officials.

Limerick Competition \$50 No. 4 \$50

To-day The Spectator publishes the first four lines of a Limerick. It will be for the public to supply the fifth line.

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Queen Quality

Of what use is the new gown if it does not fit? It is of no use if it does not fit. It is of no use if it does not fit. It is of no use if it does not fit. It is of no use if it does not fit.

John F. She... The Spectator publishes the first four lines of a Limerick. It will be for the public to supply the fifth line. The Spectator publishes the first four lines of a Limerick. It will be for the public to supply the fifth line. The Spectator publishes the first four lines of a Limerick. It will be for the public to supply the fifth line. The Spectator publishes the first four lines of a Limerick. It will be for the public to supply the fifth line.

FOOLISH FELLOW

Left-at-the-Door Phil Prater Nearly Fatal

Toronto, Ont., Nov. 1.—(Special.)—A foolish fellow, Phil Prater, was nearly killed yesterday evening. He was left at the door of a hotel and was nearly killed. He was left at the door of a hotel and was nearly killed. He was left at the door of a hotel and was nearly killed. He was left at the door of a hotel and was nearly killed.

STOLE PROMISSE NOTES

Washington, Nov. 1.—(Special.)—A man who had stolen promissory notes was caught yesterday. He was caught by the police and was taken to the police station. He was caught by the police and was taken to the police station. He was caught by the police and was taken to the police station. He was caught by the police and was taken to the police station.

LEO POLAN KILLED

Man, 30, Killed by Train in Chicago

Chicago, Nov. 1.—A man, Leo Polan, was killed by a train in Chicago yesterday. He was killed by a train and was taken to the hospital. He was killed by a train and was taken to the hospital. He was killed by a train and was taken to the hospital. He was killed by a train and was taken to the hospital.

Why Women Have Coarse Rough, Sallow Skin

Because Poor Hygiene and Improper Skincare Have Changed the Skin

Women who have coarse, rough, and sallow skin are often the victims of poor hygiene and improper skincare. They are often the victims of poor hygiene and improper skincare. They are often the victims of poor hygiene and improper skincare. They are often the victims of poor hygiene and improper skincare.

The Chesterfield Overcoat

You want the best overcoat your money will buy, of course, and "best" means all-wool—fabrics, high-class tailoring and the style that suits you.

Here's the Hart Schaffner and Marx Chesterfield: it answers all the requirements except possibly the last. You can settle that by looking at yourself in the coat. This style suits a large percentage of wearers; it is dignified, dressy, suitable for any and all occasions. If it doesn't suit you we have other styles that will.

Fralick & Co 15-15 James St. North

THE WATCH HOUSE

50 DIAMOND RING Just mounted, in all styles SOLITAIRE, TWIN, THRI STONE and COMBINATION SETTINGS.

KLEIN & BINKLE 85 James St. North

THOMAS LEE

Reliable Watch Jewels 5 James Street North

Solde

We Make All Grades The Canada Metal Toronto

The Leading Millinery House

M. C. A. Hinman 100 St. North

Blachford & Co

57 King Street West

QUALITY COUNTS

Center Pieces, Brackets, Caps, Etc.

JOHN CLAPHAM & S

140 James St. North

"BRICK'S TASTELESS"

What it is

What it does

What we do

SOCIALISTS ROUTED

Defeated in Municipal Elections in England

London, Nov. 1.—The Socialists were routed in the municipal elections in England yesterday. They were defeated in all the elections. They were defeated in all the elections. They were defeated in all the elections. They were defeated in all the elections.

RIFLE RANGE FOR KINGSTON

Kingston, Ont., Nov. 1.—A rifle range is to be built in Kingston, Ont. The range is to be built in Kingston, Ont. The range is to be built in Kingston, Ont. The range is to be built in Kingston, Ont.

HOT ON HIS TRAIL

Bourassa Making a Great Campaign Against Turgeon

Montreal, Nov. 1.—Bourassa is making a great campaign against Turgeon. He is making a great campaign against Turgeon. He is making a great campaign against Turgeon. He is making a great campaign against Turgeon.

PERRIN GLOVES

Choose any style you like and the very best quality guaranteed.

Fire Proof

TO'S MAYOR; OVERWHELMED.

MAYOR OLIVER.



Board of Control.



OKEN

CONTROLLER HARRISON



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CONTROLLER WARD

his two prin- elect its Mayor, Controllers, and Alder-
than double men on a business basis, and Mr. Oliver
boss. Buried is the Mayor of all the people, not of a

DR. NESBITT MAKES LIGHT OF DEFEAT.

Says He Never Sought Office
and Cares Not

TORONTO A GRIT CITY,

But He Will Fight to Make it
Tory.

Defeated Candidate Spoke to a Large
Crowd—Declared That Power
By-law is Mayor, and Threatened
Globe With Reprisals in Future
Campaign.

Dr. Beattie Nesbitt endeavored to make light of his defeat last night. On his appearance at The Mail and Empire office shortly after 10 o'clock he had a mixed reception from a large crowd which had assembled at the corner of King and Bay streets in anticipation of a speech, hearty booing mingling with the cheering. Speaking from the balcony of The Mail and Empire building, he declared that the power by-law was Mayor, and that in view of the adoption of the by-law he was not concerned about his own defeat. Toronto had proved itself a Grit city, but he was going to start a fight to make it Tory again. He also made reference to The Globe, stating that it had laid down a plan of campaign which would be met with reprisals.

By-law is Mayor.
Dr. Nesbitt said: "The power by-law is Mayor of Toronto to-night. I have said time and time again that I would sooner be defeated myself than see the power by-law defeated. They have done everything they could to beat me. They were against Nesbitt first and last. I thank all the citizens who generously supported me in this campaign. I have been five years fighting for the power by-law. It was immaterial to me whether I was elected or not. I wanted to see the by-law win. I was threatened by the emissaries of The Globe if I did not stop fighting for the by-law and hammering the electric ring. They left no stone unturned to wreck me. But I have just started the fight. I want to thank The Mail and Empire for supporting me as the Conservative candidate."

Toronto a Grit City.

"I might refer to the contemptible, scurrilous attack of The Globe. Toronto to-night is a Grit city, and I am going to make it Tory Toronto, as it has always been. I will never quit, never stop. I will fight for the people first, last and all the time. I have never fought for myself. I cared nothing at all for myself. You have elected a Mayor and Board of Control, and they will have to put the by-law in force. They have got a mandate to carry out the work, and I will work with you as a citizen of Toronto to see that they carry out the work, and try to make this a bigger, broader and bet-

TRAIN TURNED OVER THREE TIMES.

Wonderful Escape of Carload of
Passengers

ONLY A FEW BRUISES

Accident on the Grand Trunk
Near Penetanguishene.

Cars Smashed and Then Burned—
List of the Injured, Who Were
Removed to Barrie Hospital—Ex-
press Messenger Stone's Experi-
ence.

(Special Despatch to The Globe.)
Barrie, Jan. 1.—That a whole passenger train should take a triple somersault down a thirty-five-foot embankment and all the passengers and crew escape without even a broken bone seems almost incredible, but that is what occurred on the Penetang branch, near Josephine, about six miles north of Barrie, at 7:30 this morning. The south-bound Penetang train while slowly climbing the stiff grade at that point from some unknown cause, jumped the rails, and, making three complete turns, landed right side up in the ditch, thirty-five feet below. Only the engine remained on the track, the tender, the express, combination second-class and baggage car and the first-class coach making the leap.

The stove in the second-class car set fire to the coach, and in a few minutes after the passengers had been removed the three cars were completely destroyed. Inside of forty-five minutes the Grand Trunk surgeons, Drs. Ross and Ross and Dr. Arnold, were on the scene and the injured were removed to Barrie hospital. These were:—

- Herbert Greenwood, Elmvale, head cut, back strained.
- Wm. Hunter, Barrie, shoulder strained.
- Chas. A. Hegron, Penetang, head cut.
- H. Carnahan, Elmvale, face cut and back injured.
- Mrs. J. J. Trace, Elmvale, head cut, badly shaken up.
- C. Spearin, Penetang, face cut.
- Dr. Leatherdall, Penetang, back hurt.
- Fred J. Perrin, 888 Queen street, Toronto, back injured, head cut.
- James McVeigh, New Flos, head cut and back hurt.
- John Henden, Elmvale, face cut.
- Miss Allen, Allenwood, head cut and bad shaking up.
- Douglas Willoughby, Penetang, forearm cut.

The passengers who escaped without a scratch were: Mrs. Greenwood and Miss Hart, Elmvale; J. R. Maw, Minesing. Conductor Patton had one leg hurt. Baggage man Harry Hamilton and Expressman Arthur Stone were bruised about the head. Engineer H. Haver, Fireman J. Spearin and Brakeman P. Sheedy were uninjured.

A Passenger's Graphic Story.

D. Willoughby was the first man out of the wreck, and gave his experiences to The Globe as follows: "We were going at a slow rate of speed up a grade.

NEWSPAPERS AND LOCAL OPTION.

Two Owen Sound Publications in
Favor of it.

CLAIMS OF THE ANTIS.

Some of Them Fail When They
Are Analyzed.

Dunsmuir Has Not Been Affected, and
Property Is Not Depreciated—The
Assessment Figures for the Past
Three Years.

(Staff Correspondence of The Globe.)
Owen Sound, Dec. 30.—Two of the three newspapers in the town, namely, The Times and The Sun, are in favor of local option. The latter is ultra option in fact, and its editor, Mr. Howard Fleming, says the circulation has increased since the by-law went into effect. He is enthusiastic in his view of the benefits of local option. Mr. J. H. Rutherford, proprietor and editor of The Times, was most positive in his opinion, as expressed to The Globe, that local option was a success. He said the 61 places at which the Mayor had been credibly informed liquor could be obtained were perhaps 61 hip pockets. The third newspaper, The Advertiser, is silent on the question. When the by-law was submitted to the people in 1905 The Advertiser was strongly against it, but so far as The Globe could ascertain will not take part in the controversy. There is little change among the manufacturers and merchants from the position they first took two years ago. A few may have changed from one side to the other, but for the most part they are as they lined up in the beginning of the fight, antis or pros.

Antis' Stories Not Convincing.

It has been said before in this correspondence, but repetition may be pardoned, that stories ascribing business depression to the working of local option need better proof than has so far been offered. Not one of the anti manufacturers interviewed could say that it had affected his own business. It remained for the liquor interests, which are siding these gentlemen as pawns in their game to make the broadest inference. Thus a display advertisement showing a "fanatical attack of the document signed by the prominent antis has at the bottom these words: "Here are represented the important industries of Owen Sound—concerns employing nearly 1,500 men—the Mayor, a prominent banker, a leading firm of barristers, well-known men in the fruit and produce trades—the business backbone of the community. They know that local option is a failure. They know it increases drunkenness, increases debt, demoralizes the young, promotes lawlessness, retards progress. In the face of their positive statements, can you believe local option would work any differently where you live?"

When one comes to examine into this, and the extracts from several letters which are printed in the same advertisement, the folly of accepting them unchallenged is soon apparent. For instance, Mr. E. Lemon of McDougall &

CONTROLLER HARRISON



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elect its Mayor, Controllers, and Aldermen on a business basis, and Mr. Oliver is the Mayor of all the people, not of a faction or party. He is Mayor because in the humbler offices of school trustee and Alderman he had earned their confidence and respect. His election by a huge plurality is a lesson to the men who seek the highest civic honors without serving in Council.

Up to the City Now.

The adoption of the power by-law was a foregone conclusion, but there were a few citizens who would in advance have ventured the opinion that a vote of three to one would be cast in its favor. "It is up to the city now. I have nothing to say." These were the words used by Sir Henry M. Pollatt last night when asked for a statement regarding the passing of the by-law.

An Excellent Board.
The Board of Control is a body worthy of public confidence. Controller

(Continued on Page 3)

~~JAPANESE. DIVORCE, THEN DEATH~~

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He Killed Himself at the House of His Former Wife, After Shooting at Everyone in Sight—Two Persons Were Wounded by Him.

(Associated Press Dispatch.)
London, Jan. 1. — Major Coates Phillips, an officer who distinguished himself in the South African war, committed suicide here last night under sensational circumstances. The major had been divorced. Some time ago he made an attempt to kill himself in the residence of his former wife, but was restrained.

Last night he returned to the home of Mrs. Coates Phillips and forced an entrance. His former wife, her mother and a solicitor were in the house, but when they saw the excited man break in they fled. The major opened fire with his revolver, aiming at every one he could see, and then blew out his brains. The solicitor and the mother of Mrs. Coates Phillips were wounded, but not seriously.

everything they could to beat me. They were against Nesbitt first and last. I thank all the citizens who generously supported me in this campaign. I have been five years fighting for the power by-law. It was immaterial to me whether I was elected or not. I wanted to see the by-law win. I was threatened by the emissaries of The Globe. I did not stop fighting for the by-law and hammering the electric ring. They left no stone unturned to wreck me. But I have just started the fight. I want to thank The Mail and Empire for supporting me as the Conservative candidate.

Toronto a Grit City

"I might refer to the contemptible scurrilous attack of The Globe. Toronto to-night is a Grit city, and I am going to make it Tory Toronto, as it has always been. I will never quit, never stop. I will fight for the people first, last and all the time. I have never fought for myself. I cared nothing at all for myself. You have elected a Mayor and Board of Control, and they will have to put their by-law in force. They have got a mandate to carry out the work, and I will work with you as a citizen of Toronto to see that they carry out the work, and try to make this a bigger, broader and better city than before.

Never Sought Office

"So far as I am concerned, the fact that I am not elected does not interest me at all." (Laughter, and cries of "Oh.") "I never sought office, and I am not seeking office now. My sympathies lie with the great Conservative party, because I believe they are the party of progress in the Dominion of Canada. I want to shake hands with every Conservative who opposed me in order to harmonize and unite the party. What do I care whether a man votes for me or not?" (Laughter and jeers.) "I want to see the power by-law carried. I want to see Toronto Tory Toronto and it will be Tory Toronto.

Will Go After Grits

"I also want to thank those Liberals who stood by me, and I want to say right here that the Toronto Globe has laid down a plan of campaign upon which these elections must be fought in the future. I have never asked anything but the Queensberry rules in any fight I have entered. I tell the people whom the Globe supports that I am willing to fight under any rules they like to lay down. I said nothing before the campaign, because I was in the fight, but the campaign is over, and after this we will go after the Grit party and rip them up on their own lines. Then we will see whether Nesbitt is the only man to settle in the Dominion of Canada. I am the friend of everybody in the city. We will have Toronto in municipal politics, as well as in Parliamentary politics, and we will fight to a finish."

BURGLAR SHOT TO KILL

Newark Citizen Mortally Wounded by a Night Prowler.

(Associated Press Despatch.)
Newark, Jan. 1.—George A. Fisher, a city building inspector, was shot and mortally wounded at his home to-day by a burglar, who escaped. Mrs. Fisher was awakened early this morning by a noise in the adjoining yard. She aroused her husband, who went to a window overlooking the back yard. His wife heard him call out, "What are you doing there?" The words were quickly followed by the report of a revolver, and Mrs. Fisher rushed into the room to find her husband hanging unconscious over the window sill. He had been shot in the head and died several hours later, without regaining consciousness.

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Herbert Greenwood, Elmvale, head
cut, back strained
Wm. Hunter, Barrie, shoulder strain
ed.
Chas. A. Heyron, Penetang, head cut
H. Carnahan, Elmvale, face cut and
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Mrs. J. J. Trace, Elmvale, head cut
badly shaken up.
C. Spearin, Penetang, face cut.
Dr. Leatherdall, Penetang, back hurt
Fred J. Perrin, 888 Queen street, To
ronto, back injured, head cut.
James McVeigh, New Plos, head cut
and back hurt.
John Houden, Elmvale, face cut.
Miss Allen, Allenwood, head cut and
bad shaking up.
Douglas Willoughby, Penetang, fore
arm cut.

The passengers who escaped without a scratch were: Mrs. Greenwood and Miss Hart, Elmsvale; J. R. Maw, Minnasing. Conductor Patton had one leg hurt. Baggage man Harry Hamilton and Expressman Arthur Stone were bruised about the head. Engineer H. Hawer Fireman J. Spearin and Brakeman P. Sheedy were uninjured.

A Passenger's Graphic Story

D. Willoughby was the first man out of the wreck, and gave his experiences to The Globe as follows:—"We were going at a slow rate of speed up a grade when from spreading rails or some other cause the train suddenly left the rails, and before we had time to realize what happened the car was standing in the ditch after turning over three times in its drop of thirty-five feet. I broke my way out of the smoking car window, and after helping out Mr. Perrin and another man went into the main section of the car, where grown-up people, boys, broken seats and cushions were piled in confusion. The position of the car permitted exit through the door, and in a few minutes the car was cleared. Fire starting from the stove in the baggage car spread rapidly, and the coaches soon went up in smoke. It was a miracle that the passengers escaped death, or even serious injuries."

Assistant Superintendent Lynch states that the cause of the wreck is unknown, but a thorough investigation is being held.

Mr. Stone's Experience

When seen at his home, where he is confined with two broken ribs and legs badly bruised, Arthur Stone, the express messenger, told of his miraculous escape. "I don't see how I came through it alive," said he. "Conductor Paton, baggage man Hamilton and I were riding in the baggage car. When the car left the rails the lights went out, plunging us into darkness. As the car tumbled down the bank we heard the safe crash three times between the floor and the roof, while lamps, chairs and express matter were thrown every way. Live coals scattered from the stove soon started a smoke, which impelled us to haste. Our car was nearly upside down, and, standing on Paton's shoulders, I managed to reach the window of the door, and, smashing it, crawled out, the door being jammed so that it could not be opened. Helping the conductor out, he at once went to look after his passengers, while I climbed in again to assist the baggage men. By this time the flames were spreading, and Hamilton had become stupefied by the dense smoke. Luckily he was near the door and, aided by the light of the approaching flames, I was able to render prompt aid. A moment later he was outside and rapidly revived in the cool air. He did not escape a minute too soon, for the whole car, bursting into a blaze, in five minutes was reduced to ashes. I never saw anything burn so swiftly. We had no time to get even our clothes. Baggage, express, mail and our books all were lost."

Ten of the injured are still in the hospital to-night, but all are reported to be progressing favorably and no serious results are anticipated.

Antis' Stories Not Convincing

It has been said before in this correspondence, but repetition may be pardoned; that stories ascribing business depression to the working of local option need better proof than has so far been offered. Not one of the anti-manufacturers interviewed could say that it had affected his own business. It remained for the liquor interests, which are using these gentlemen as pawns in their game, to make the broadest inference. Thus a display advertisement showing a facsimile of the document signed by the prominent anti has at the bottom the words:—"Here are represented the important industries of Owen Sound—concerns employing nearly 1,500 men—the Mayor, a prominent banker, a leading firm of barristers, well-known men in the fruit and produce trades—the business backbone of the community. They know that local option is a failure. They know it increases drunkenness, increases debt, demoralizes the young, promotes lawlessness, retards progress. In the face of their positive statements, can you believe local option would work any differently where you live?"

When one comes to examine into this, and the extracts from several letters which are printed in the same advertisement, the folly of accepting them unchanged is soon apparent. For instance, Mr. E. Lemon of McDougal & Lemon, dealers in fruit and produce, signed the document. He is an owner of hotel property. His partner, Mr. R. N. McDougal, told The Globe man that the firm's business had steadily increased; a condition he did not attribute to local option, but to the general advancement of trade everywhere up to the time of the recent depression. This had not affected his firm, however, and their business was growing. He could not agree with those who argued that local option had kept people away from the town. Perhaps the belief with some that there was more drunkenness than under the license system was due to the fact that more notice was now taken of a drunken man on the streets. Where liquor was illegally sold the people did not care about keeping drunken men on the premises, for fear of the evidence such an act might be against them.

The Division Court Figures

Again, in the advertisement mentioned the Division Court returns are quoted to show that the citizens are less prosperous under local control. In 1905 the number of suits entered, it says, were 584, in 1906 601, and up to November 28 this year there were 778 suits arising from debts. Unfortunately this increase of Division Court suits is not confined to Owen Sound or any other town just now. Increases can be found in Toronto and many other places, and the general stringency, which one may hope is now almost at an end, is undoubtedly the cause. The use of the Division Court argument appeared rather childish, and The Globe's representative had decided to ignore it until it was incidentally referred to by one of the manufacturers interviewed. "It's a silly kind of cry," he said, "but one has to meet it here, therefore I give you the experience of my own firm. We have this year enter-

(Continued on Page 5.)

Saw it in The Globe.

A school official writes: "A few days ago there was submitted to me for consideration a batch of applications received in response to an advertisement of a position in a local high school. The advertisement had run concurrently in both The Globe and The Mail, and though the responses were numerous, every one who applied stated that he had seen the advertisement in The Globe."

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Star.

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L. Daly112

ar-olds and up.

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tress 96
Carney 96
Reck100
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ar olds and up.

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Toby103
le Adams110

lden, 2-year-olds.

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Likewis 06/28/2000 Mills Memorial Library
France pr a grand office of the Na- Canadian red fire wheat, while an
the highest rank but one of the Na- unelectrified acre, yielded 25 1/2 bushels.
tional Order. Universities, civic cor-

MONDAY CHOSEN AS THANKSGIVING

Change From Thursday Made to
Convenience the Commer-
cial Travelers.

MARITIME PRINTING JOB

Charges as to St. John Sun Ex-
ploded in Public Accounts
at Ottawa.

Special to The Star.
Ottawa, Ont., July 15.—In the House to-day, in reply to a question by Mr. Bergeron, the Finance Minister stated that he was still hopeful of the French Senate giving its consent to the new treaty of commerce which was drawn up last season between Canada and the French republic. The Senate has adjourned, however, for some weeks. Meanwhile, the old treaty remains in force and the contract with the Allans for the Franco-Canadian steamship line has been renewed for another year.

Thanksgiving Day.
In reply to an enquiry by Mr. Kemp, of Toronto, the Prime Minister announced that Thanksgiving day this year will be held on a Monday. Representations in favor of a change from Thursday to Monday have been made from various organizations, especially from commercial travelers, and the latter have been officially informed of the intended change this year.

Government Not Warned.
Col. Sam Hughes asked if it was the case that Capt. Donnelly had warned the Department of Railways and Canals some time ago of the danger of a break in the Cornwall Canal at point where a break recently occurred. The minister had been unable to find any such record in his Department of such warning.

In the Public Accounts Committee to-day Mr. Crockett, York, N.E., directed attention to contracts made by the Government with the St. John Sun for printing with the object of showing that the work in question was not done by the Sun, but by a printer named E. J. Armstrong, in St. John, who received 75 per cent. of the contract price of such jobs and the Sun 25 per cent. The Sun, which was formerly a Conservative newspaper, was bought a couple of years ago by Mr. F. B. Pearson, a well known Liberal, and Mr. Crockett's contention was that these printing contracts from the Government placed Mr. Pearson in the position of a middleman, which Mr. Crockett claimed he had occupied in many other transactions with the Federal authorities.

No Secret About It.
Mr. White, accountant of the St. John Sun, admitted that printing contracts obtained by the Sun from the Dominion Government had been turned over to Mr. Armstrong, who received 75 per cent. of the prices paid. Mr. White explained, however, that Mr. Armstrong's printing enterprise was

COBALT TRAIN WAS WRECKED

Three Trainmen Injured in a De-
railment To-day Near
Bradford.

MEN WERE BADLY SCALDED

Entire Train Left the Rails and
the Track Was Badly
Torn Up.

THE INJURED.
Arthur Meeking, G.T.R. engineer,
Barrie, scalded.
A. S. Garrett, G.T.R. fireman, Barrie.
Louis Marshall, Express Messenger.

Special to The Star.
Barrie, Ont., July 15.—The derailling of the south-bound Cobalt train this morning six miles north of Bradford has somewhat disorganized the passenger service of the Toronto branch. The train due here at 10.30 came up via Georgetown.

Arthur Meeking, the engineer of the ditched passenger, resides in Barrie; also the fireman, A. S. Garrett, and both were injured, the latter being badly scalded.

The train consisted of baggage and mail car, two coaches, and a Pullman, with engine No. 1023, and all left the rails.

The Allandale officials assign no reason for the accident. Two auxiliaries are clearing the wreckage from the rails, which are badly torn up.

Passengers who were on the wrecked train arrived at the Union Station at 1.45 on a special. Dr. Riordan was waiting at the depot to render assistance, but there was no necessity for it.

The train was composed of three baggage cars, two day coaches, and three Pullman sleepers, and carried about 150 passengers.

Fireman May Die.

According to A. R. Kneal of Rochester, one of the passengers, a spreading rail was the cause. They were running about forty miles an hour he thought, and the accident occurred on a slight curve.

The engine almost turned turtle, and before the engineer and the fireman were rescued from beneath both were severely burned by steam. The fireman, Garrett, is the worst injured, and it is feared the burns will prove fatal.

The baggageman, who was in one of the front coaches, was also slightly injured.

One Coach Stayed On.

All of the passengers escaped unhurt except for a slight shaking up. All but one of the coaches left the rails, and though they reclined somewhat on one side, did not upset sufficiently to cause trouble.

"It only lasted about ten seconds," said M. Kneal. "I was in my sleeper, and, with the others, jumped out on the floor to steady myself."

"I was in my sleeper, and, with the others, jumped out on the floor to steady myself."

A wrecking train left Toronto at 9.40, but by the time it arrived the injured railway men had been removed to Barrie.

(Continued on Page Three.)

THE WEATHER.

ons
in damask
Table Nap-
pure linen,
18x10,
25 1/2 sizes,
00, Friday
or
wide, Reg-
Friday bar-
or fringed
red striped
Regularly
bargain, per
full bleach-
a wide Reg-
bargain, per
cloth, full
no-dressing,
ularly 3/4c a
per yard, 7c
American
otton, various
ady for use,
arly \$1.60 to
1, each, \$1.39
-James Street
Cluny, Arab-
and Duchess,
\$15.00 pair,
a pattern. Fri-
oint, 30 inches
ladder muslin,
ide, odd lot to
to 65c yard,
yards long, 50
cord one side
u and
u and
u, best
L. Regularly
air, for \$7.45
ish, 30 inches
0c and 25c per
wide, floral and
or combinations
these designs
monos. Regular-
for \$4.8c
Near
ght grey Oxford
single and double
lf lined, knee
8 to 32. Regu-
light homespun
arns, coats box-
ee pants, sizes 24
\$2.75 to \$4.00
er weight tweeds,
y shades, blouse
rate front. Knee
bloomers, sizes 21
\$2.50 and \$4.00
Suits, light and
ish galatea, Rus-
seated and belted,
sizes 2 1/4 to 4
ply \$1.00 each,
Clothing
Outing Suits, two
worsted, fashion-
sted sack
sper for
Regularly
0 each, for \$11.95
three pieces, light
imported worsteds,
verplaid patterns,
sack coats, sizes 36
\$13.50 to \$16.00
plain and figured
ble pearl buttons

ent investigation should be invited every person who could contribute any information, whether from the standpoint of the companies or that of the employees, to come forward.

Mr. P. R. Tremblay, advocate, appeared for the Federation of Textile Workers of Canada, whose membership included most of the workers in the various cotton mills of the Province. He was accompanied by Mr. Wilfrid Paquet, General Secretary of the textile workers.

At the request of the Commissioner, Mr. Gordon, managing director of the Dominion Textile Company, testified as to the number of cotton companies doing business in the Province and in Canada at large, including the Dominion Textile, which employs 6,111 hands in Montreal. Mr. Gordon consented to supply statistics showing the proportion of men, girls and boys employed in their mills with the wages paid.

Mr. Joseph Dufresne, who for twenty-one years worked in the Dominion Textile Company's mill at Hochelaga, was called. He worked forty-five hours a week and got eighteen cents an hour for years. Since about October 1, 1907, the hours had been reduced gradually until May last, when he had quit with others, because he was not making enough to keep his family. He had been working forty hours at 18 cents. He left when the ten per cent. reduction was proposed. About 500 to 800, of the 800 or 900 employees in the mill had gone out. Those who remained were members of another organization known as the Union Amicale, formed by Mr. L. A. Girard.

The investigation will be continued.

TWO THOUSAND RELAYS.

BOYS CARRYING MESSAGE FROM NEW YORK TO CHICAGO.

Each Boy Will Run Half a Mile and Pass Message to Next—Boys at Auburn Will Swim Lake Cayuga.

(Associated Press Despatch.) New York, July 15.—As a pistol shot rang out on the City Hall steps this morning at 10 a.m., a little athlete in running suit, carrying a silver tube containing a message from Mayor McClellan to Mayor Buess of Chicago, darted away up Broadway on the first relay of a thousand-mile journey to Chicago. Herbert H. Rapp was the runner, and Mayor McClellan's message was as follows:

"To the city of Chicago, the city of New York sends greeting by the fleet runners of the Young Men's Christian Association. This message is borne on foot, without a halt from the Atlantic to Lake Michigan, and the hundreds of boys who carry it gain no prize except the consciousness of having done their best."

According to the schedule, the message will reach Chicago Tuesday, July 17. Two thousand boys will participate in the race, and strenuous efforts will be made to break all records for similar events. The race is conducted by the Young Men's Christian Association, and so great was the interest in it that 100,000 volunteers offered their services.

Each runner will carry the message half a mile. Perhaps the most spectacular feature of the relay run will be the swimming of Lake Cayuga by the boys of the Auburn, N.Y., department.

Going around the lake will mean the addition of several miles to the route, and to use the ferry across would not be in keeping with the spirit of the enterprise. So the Auburn boys will plunge into the lake early Friday morning. The tube containing the message will be suspended about the neck of the swimmer and will be passed from one boy to another while in the water. Time tests made before the race showed an average speed for each half mile of 2 minutes 35 seconds. The easiest and straightest route between New York and Chicago was selected, the course being carefully laid out from Government survey maps. Automobiles will follow the racers with emergency runners in case of an accident, so that there will be no chance of delay in smashing the records for relay races.

MEET DEATH IN HIS FIRST RIDE.

Bought an Automobile and Died on the First Trip He Took.

(Associated Press Despatch.) New York, July 15.—Bicycle Policeman Carly saw an automobile with two men in it flash past him on Ocean Parkway late last night and ordered the driver to slow down. When no

future may be found on sale at the T. Eaton Drug Co. and other leading drug stores in Toronto, or may be ordered direct from the Emergency Laboratories, No. 32 West 25th street, New York City. In all such cases Poslam stops itching with first application, and proceeds to heal immediately, chronic cases being cured in two weeks. In less serious skin troubles results are seen after an overnight application.

Samples for experimental purposes may still be had, free of charge, by writing to the laboratories for them.

COBALT SPECIAL DITCHED.

JUMPED RAILS NEAR BRADFORD EARLY YESTERDAY MORNING.

Engineer Meeking and Fireman Garrett, Both of Barrie, Were Seriously Injured, and the Latter May Die—No Passengers Were Hurt.

(Special Despatch to The Globe.) Barrie, July 15.—The southbound Cobalt special was ditched six miles north of Bradford at 6:05 a.m. to-day. Train 46 consisted of mail, baggage, two coaches, and a Pullman; engine 1,023 was completely derailed. Engineer Arthur Meeking of Barrie was severely injured about the head, and Fireman Garrett of Barrie was badly scalded. Dominion Express Messenger Louis Marshall was somewhat seriously injured in the back, but none of the passengers were hurt. Marshall was taken to Toronto on the train that conveyed the passengers, of the wrecked special there, but the other two injured men were taken to the hospital at Allandale. The railway officials assign no reason for the accident, but it is supposed to have been caused either by a spreading or a broken rail.

The train conveying the passengers of the wrecked special arrived at the Union Station yesterday shortly before 2 o'clock. Apart from a few scratches none of the passengers were injured, although all of them were more or less shaken up. Marshall, the injured express messenger, was brought in the baggage car, and on his arrival in the city was attended by Dr. Riddan. He was afterwards taken to Grace Hospital, where he is resting nicely.

Mr. A. R. Kneal of Rochester, who was returning from a visit in Cobalt, was one of the passengers on the wrecked special.

"It was quite an experience for me," he said on alighting at the station this afternoon. "The accident occurred shortly after 6 o'clock and the most of the passengers were awake at the time. We were all thrown about very roughly, but apart from the fright of some of the women there was comparatively little excitement. When the passengers got out of the cars they all ran forward toward the engine. We found both the engineer and fireman badly injured, and I heard a doctor say he did not think Garrett, the fireman, would recover. The expressman was also injured slightly."

A wrecking special arrived from Allandale shortly after the accident, and a while later another came up from Toronto.

CHATHAM.

Highwayman Robs Young Lady — Dredged Out of River.

(Special Despatch to The Globe.) Chatham, July 15.—Miss Besse Ray, daughter of Mr. Geo. Ray, Colborne street, late on Monday night was going from the corner of the C.P.R. tracks and the Colborne street crossing, a man suddenly appeared from the dark, demanding her money. On her replying that she had none the man declared her watch would do as well. He forcibly removed the gold timepiece from her waist, when it was planned, and then seized her hands, feeling for her rings. Not getting any, he took to his heels, but seeing the girl starting to run after him, threatened her with death if she should follow. He then disappeared into the gloom.

An I.O.O.F. badge, the clasp made of copper or copper alloy, when it was in the Thames bed near Louisville by Capt. Crow's dredge, working for sand. The oldest Oddfellow here never saw one like it. Instead of the enamelled clasp used on the I.O.O.F. badges here, the clasp is metal, showing the three links, a bow and two arrows, crossed, surmounted by a heart in hand, and beneath the letter I.O.O.F. It was quite black when discovered. It may have been the property of a United States soldier killed in the war of 1812, as the battle of the

were recently captured at the town of Vanegas in the State of San Luis Potosi.

According to the admissions in the depositions taken, Eulalio Trevino was President of a Mexican revolutionary club in San Antonio, Texas, which was subsidiary to the junta at St. Louis, Mo. He came to Mexico under the name of Leopoldo Villareal, and worked his way among the sympathizers of the juntas in the northern part of Mexico in the guise of a Baptist minister.

He was accompanied by Cosme Pena, another of the party, and both were passing as preachers and holding meetings before small congregations in the State of Coahuila and San Luis Potosi. After these meetings love feasts were held, in which only the elect remained, so as to make the authorities blind as to their real purposes.

Another important find was the key which Trevino had in his possession to a secret code believed to be that which Magan uses in communicating with his Mexican following.

OLD "FORT YORK."

Suggestions for Its Restoration and Preservation.

On behalf of the Ontario Historical Society and of more than forty kindred associations of which it is the representative organization, a letter has been sent to Mayor Oliver embodying several suggestions for the restoration and preservation of the "Old Fort." The letter is signed by Mr. Barlow Cumberland as President of the Ontario Historical Society. After calling attention to the fact that in accepting the custody and control of the fort the corporation of Toronto undertook to restore and maintain it, and to the further fact that the interest in the spot is Provincial and national, not merely local, Mr. Cumberland proceeds in the way of suggestion and explanation:

(1) That the original boundaries of the old Fort York property should be resurveyed and definitely marked out so that any infringements may be ascertained and recovered. This the city, being in full possession of the data, can at once proceed to do.

(2) That engineers' plans be made of the ramparts, gates, ditches and embrasures showing what reconstructions require to be made in order to restore the fort to its original condition. This society is, through the Archives and the Militia Department of the Dominion in possession of the original plans and will, when the boundaries are resurveyed, prepare and submit the necessary new plans. In the preparation of these we will be able to obtain the co-operation of the military authorities.

(3) As soon as the ramparts have been restored the guns and armament, some of which are in store, and others distributed in the various city parks, can be replaced in position and others of like character be provided. The general lay-out of the grounds can be arranged. In this the ability and services of the Superintendent of Parks would be available.

(4) So soon as the military authorities are able to release any of the buildings details for their restoration can be arranged. Some might be used as homes for veterans, others for the creation of museums. This will provide for a definite arrangement for the restoration and maintenance of the Fort, and will allay the uncertainty which has existed for the past ten years. I have no hesitation in saying that its completion will be a pecuniary advantage to the city as creating an attractive centre of interest to visitors. Its ramparts and guns, when raised, will be in full view of all travellers entering the city, whether by rail or steamer. Situated at a point overlooking the lake, the entrance to the harbor and the new waterfront proposed by the city it will be a pleasurable resort for our citizens.

As the best example remaining on this continent of an ancient stockade fort it will create a widespread interest and as an historical memorial will bring our young people into actual contact with the early days of their country, and foster an education and an incentive to loyal patriotism and effort. The city has a splendid opportunity of doing the right thing for the country, and having undertaken to do it, should without further delay proceed to fulfil its engagements. In this the society will gladly join.

Refused \$30,000 for Island in Mus-

gorio, Drops a Contains neither substance. Its and allays For Colic, It relieves Stomach and The Children's

The Kind

Cha. In U

ROAD MUST PA

ACTION AGAINST T LETON PLACE I

Plaintiffs Claimed The Act Defendants O emption—Judge Stratford Upset—

High, Court of Justice Before Teet

Re Kintz and McLea v. London & Western Lawrence.—Judgment in plaintiff (Petrie) from local Master at Stratford for the winding-up. The contest was as to plaintiff to take and his chinery claimed by him conditional sale agreement held that the purchase did not agree to give to preserve in the plaintiff property, and that, if the agreement was a careful perusal of the merits, the learned J. agreed with the conclusion. Appeal allowed with costs back to the Master. The goods had the plaintiff when possession was given the parties can agree such goods to be sold to J. T. Blackstock, K. for plaintiff. R. S. R. for respondents.

Trial C

Before Br C. F. R. Co. v. Tow —Judgment (H.) in as jury at Ottawa. Action restraining the collection of taxes from 11 works at Carleton Place. Violation of an agreement made on 17th which the defendants exempt the plaintiffs in that agreement from assessments for 15 years from 1st main argument of the contract was or representation that Vict. ch. 62 gave the grant this exemption. The defendants had a loan or bonus to set off an industrial unit within the town, and the defendants to both school and not exceeding 15 years each enterprise or the plaintiffs are not enterprise or enterprise of the act. Act costs. Stay for 30 c. K.C. and D'Arcy plaintiffs. H. G. McIntosh (Carleton)

Tented City N

The immense area has been undertaken men of Quebec City idea of the Tented City, which is a temporary accommodation for the 300th birthday of the city, and the see this huge of This White City, one of the sights of the city, and well looking over the imagine it was a until undecided the accomplishment City is located on the two armies where the White tented. The hotel off

ROSE WON ELD EVENTS

d in Putting the Weight
ulify for Final
the Lead.

of France, Andrews of Canada, and
celerg of Belgium. L. G. Weintz
be New York A.C. fell when he had
ups to go. He collided with Mere-
and Noon of England. Noon was
rely snaken, and Weintz had to
re, but Meredith remounted and
ily came in first.

American's Good Time.

ondon, July 16.—The eighth heat
the 1,000 metre cycling race was
by G. G. Cameron, Irish-Ameri-
Athletic Club.
ameron's time was 1 minute 29.2.5
nds, the best time made so far. He
lited for the second round.

AUSTRALIAN WAS SECOND.

lor of England Won the 400-Metre
Swimming Race.

ondon, July 16.—In the final of the
-metre swimming race, Taylor,
ted Kingdom, won; Beaurepace,
tralia, was second; and Scheff of
stria, third. Taylor's time was 5
ules 26 1-5 seconds.

English Swimmers Win.

ondon, July 16.—The first heat of
semi-finals in the 300-metre breast
-stroke swimming match was won by
man of England, Tolly, Hungary,
s second. Holman's time was 3 min-
-50 seconds.

ad heat was won by Robin-
and, with Hanson, Sweden,
ond. The time of the winner was
minutes 11 1/4 seconds.

RALPH ROSE A WINNER.

erleann Giant First in Putting the
Weight, but Under Record.

ondon, July 16.—In the putting the
eight contest sections one and two
re grouped. W. W. Coe, Jr., Boston
hletic Club, was first with 42 feet
2 inches. Sauli of Finland was se-
nd with 41 feet 3 1/2 inches, and Lee
Talbot, Irish American A.C., was
rd, with 38 feet 2 inches.
sections three and four in putting
e weight also were grouped. J. C.
urrells, of Chicago A.A., was first
ith 43 feet 3 inches, and M. F. Horr,
ish American A.C., was second with
feet 1 inch.

The final was won by Ralph Rose,
lympic Club of San Francisco. Hori-
on, United Kingdom, was second; J.
Garrells, Chicago Athletic Associ-
on, was third.

Rose's distance was 46 feet 5 1/2 inches.
-ps does not equal the Olympic re-
rd for this event, 48 feet 7 inches,
ade by Rose in St. Louis in 1904.

London, July 16.—England scored
other first, when Taylor made his
nsational win in the 400-metre swim-
ing contest, beating Beaurepacca, the
ustralian crack, by a handsome mar-
in. Scheff of Austria, of whom great
ings had been expected, was third in
his event.

GOULDING UNPLACED.

toronto Walker. Failed to Qualify in
Second Heat of Ten-mile Walk.

adian Associated Press.

a, July 16.—George Goulding, of
Canada, was unplaced in the ten-mile
walk, second heat, which was won by
J. E. Larner, of England, in fast time.

CANADIAN CYCLISTS CLOSE UP.

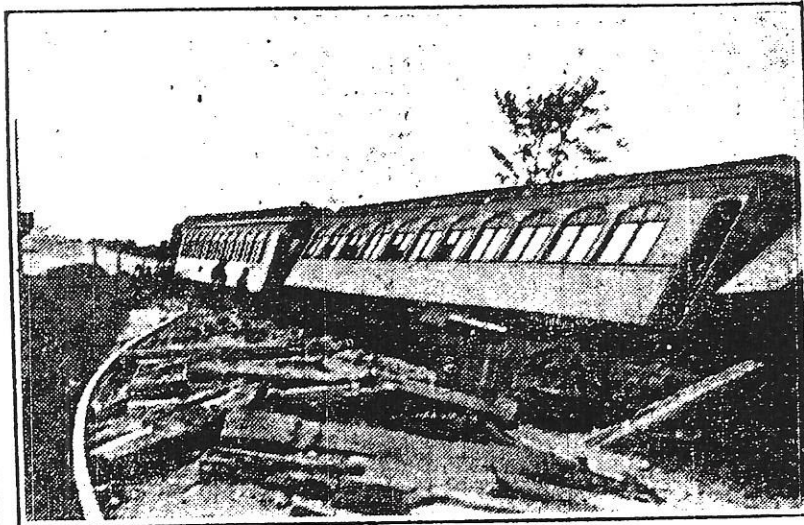
Canadian Associated Press.

London, July 16.—In the 1,000 metre
bicycle race, Andrews, of Canada, was
fourth and Young of Canada fifth.

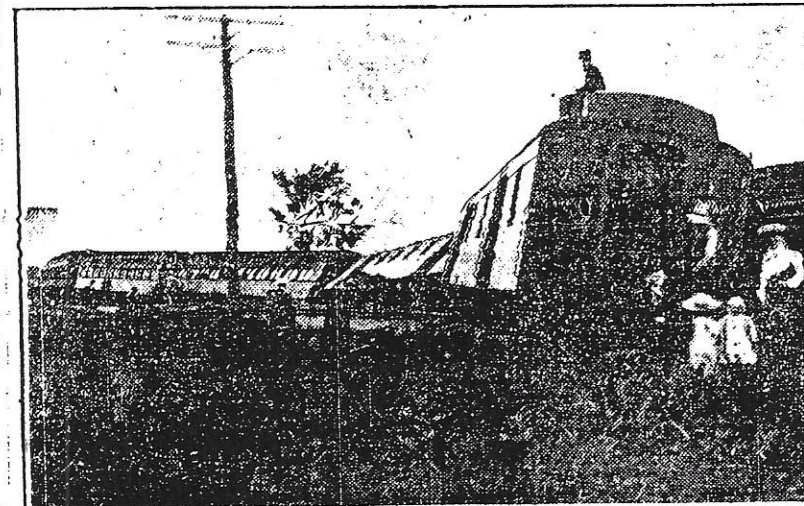
Photos. of Yesterday's Races
Cobalt Special at Lefroy, Simcoe County.



Engine That Turned Turtle. Scalding Fireman Garrett
of Barrie to Death.



Shows How the Rails Were Distorted After the Wreck.



Position of passenger coaches after wreck. The passengers escaped
unharmd and the chief discomfiture was having to sit around
on railway tracks from dawn until noon, tired and breakfastless.

ME AND JOHNNY

IRON ORE IS FOUND

CLOSE TO MONTREAL

RD DAY OF O.B.A. TOUR

Bright Sunshine and a Cool
for the Kitty Chasers
Niagara To-day.

SCORES OF THE MOR

Semi-Finals of the Trophy C
Played—Mutton Goes t
Consolation.

Special to The Star.

Niagara-on-the-Lake, July
third day of the Ontario Bowl
society tournament opened
burst of sunshine and a cool br
the lake. The greens are in
with each day's play, and are
the pink of condition. The se
of the trophy contest were pla
morning, and four teams play
of Alexandras, Loughheed
Beach, Smith of Toronto VI
Armstrong of the Canadas. T
mains the fifth and sixth roun
association, with a final. In
solation there are still five r
go, with a semi-final.

F. E. Mutton of Granites w
to the consolation this morn
hands of Lake of Toronto V
beat him by a score of 13 to
following are the results of t
ing's play:

—Trophy (Fourth Roun
Kew Beach. Victoria
A. H. Loughheed, s.16 D. Hende
Alexandra. Heather, 1
Jas. A. Knox, sk.22 J. W. Ma
—Association (Fourth Ro
St. Kitts. Brantford
A. M. Ecclestone.11 T. M. Cl
Canada. Canada.
G. B. Woods, sk.9 J. S. Wil
Canada. St. Kit
Dr. F. Moore, sk.23 J. Casey,
Canada. Canada
M. J. McCarron, s.13 R. Green
Brantford. Thistle
J. P. Bell, skip.9 C. Abbot
Victorias, Toronto. Heathe
D. Henderson, sk.12 J. W. M
—Consolation (Third Ro

Granite. Canada
G. R. Hargraff, s.9 A. S. Wh
St. Kitts. Acton.
H. Chatfield, skip 9 W. J. Go
Ham. Asylum. Canada
Dr. English, skip.7 W. A. S
Thistles, Toronto. Westm
H. Martin, skip.7 W. B. Br
Victoria. Bowma
Dr. Paul, skip.15 J. H. Mc
Thistles, Toronto. Nam. 1
W. C. R. Harris, s.13 W. Eyde
Thistles, Toronto. Niagara
C. H. Foster, sk.11 W. S. La
Grimsby. Peterb
Dr. Clark, sk.11 R. M. V
Weston. Balmy
T. Natrass, sk.13 M. H.
kerbu

Niagara. Niagara
Dr. Chrysler, sk.9 J. G. D
Balmly Beach. Balmly
W. E. Orr, sk.12 P. J. Br
—Association (Fourth R
Brantford. Niaga
W. F. Paterson, s.9 J. H. Bi
Granite. Victor
F. E. Mutton, sk.11 E. M. L
London. St. Ki
C. Abbott, sk.11 J. W. 1
Canada. St. Si
J. S. Willison, sk.12 W. G.
—Consolation (Fourth I
Caer Howell. Gran
J. R. Code, sk.15 H. M.
Canada. Victor

08 07 16

THE HAMILTON SPECTATOR THURSDAY JULY 16 1908

oner

heim

coming filled him with a
ise of trouble. He seemed
out of keeping with the
represented an alien and un-
note—a note almost of tra-
the time in his broken sleep
uttering to himself. Once or
cried out in terror, once es-
Macheson turned round to
sitting up on the rug, his
es full of wild fear, and the
on running down his face.
of broken words flowed from
Macheson thrust him back
back.

"sleep," he said. "There is
be afraid of here."

that the man slept more
Macheson himself dozed for
until he was awakened by the
the birds. Directly he open-
yes he knew that some-
ened to him. It was not only

birds—there was a
stirring in his
light in the eastern

never seemed so beautiful-
ly, had the sunlight stream-
upon so perfect a corner of

And then, with a quick
hood to his cheeks, he remem-
bered it was that had so changed

him. He lived again through
wonderful moment, again he

delicious warmth of her pres-
ence, the touch of her hair as it

his cheek, the soft pressure
of her lips against his.

It was something so delicate,
so fanciful in that flying

something, too, was unbelieve-
able, he thought of her as the

of Thorpe, the languid, in-
sensitive of the world who had

him so coldly.

His movement behind reminded
his strange visitor. He turned

The man was already on his
feet, looking a little better for

but the wild look was still in
his eyes.

"I ought to
be before. Thank you for
helping."

He reached out for his spirit

It was a few minutes, and I will
be some coffee ready."

He hesitated. He looked sore-
need of something of the sort.

He trembled at the opening of the
door, he trembled at the sight of

He looked at him again,
asked furtively out as though in

the daylight. The sunshine and
light open day seemed to terrify

ought to have gone on last night,"
he uttered. "I must—"

He broke off in his sentence. Macheson,
had turned his head to list-

enat is that?" he asked sharply.
of dogs," Macheson an-

"dogs?" he demanded.
very's bloodhounds."

man's face was ashen now to
ps. He clutched Macheson's arm

ically.

They are after me!" he exclaimed.
Can I hide? Tell me quick!"

cheson looked at him gravely.
What have you been doing?" he

d. "They do not bring blood-
s out for nothing."

have hurt a man down in the vil-
age," was the terrified answer. "I



This woman was ill, blue, and discouraged. Cured by Lydia E. Pinkham's Vegetable Compound.

Mrs. R. Gentlemen, 1093 St. James Street, Montreal, Quebec, writes to Mrs. Pinkham:

"I suffered from a severe female weakness, and extreme nervousness, and was blue and utterly discouraged."

"Lydia E. Pinkham's Vegetable Compound was recommended, and after taking several bottles, I am not only cured, but am an entirely different woman, and on the whole a healthier woman than before taking your valuable medicine."

"Every woman who suffers from any form of female ills should not fail to try Lydia E. Pinkham's Vegetable Compound."

FACTS FOR SICK WOMEN.
For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and has positively cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, dizziness or nervous prostration.

Why don't you try it?
Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Address, Lynn, Mass.

There was a momentary silence. Hurd spoke with a sob.

"Murdered—my father," Macheson was shocked.

"You mean—that Mr. Hurd is dead?" he asked, in an awe-stricken tone.

"Dead," the young man answered with a sob. "Kill—t in his chair!"

The dogs came out of the shelter. They turned towards the interior of the spinney. The little crowd of men came streaming through the gate.

"I gave shelter to a man who admitted that he was in trouble," he said gravely. "He heard the dogs and he was terrified. He has jumped into the lake quarry."

The dogs were on the trail now. They followed them to the edge of the quarry. Here the bushes were trodden down, a man's cap was hanging on one close to the bottom. They all recoiled over into the still water, unnaturally black. Ames, the head keeper, raised his head.

"It's twenty-five feet deep—some say forty, and a sheer drop," he declared in a nervous voice. "We'll have to drag it for the body."

"Best take the dogs round the other side, and make sure he ain't got out again," one of the crowd suggested.

Ames pointed scornfully to the precipitous side. Such a feat was clearly impossible. Nevertheless the dogs were taken round. For a few minutes they were uneasy, but eventually they returned to the spot from which their intended victim had dived. Everyone was looking down into the dark water

FIREMAN DEAD; TWO MEN INJURED

Cobalt Train Takes to Ditch Six Miles North of Bradford, With Above Result

Explosion of Boiler on Norwegian Barque, Causing Loss of Two Lives

Allendale, Ont., July 15.—The Cobalt train due in Toronto at about seven o'clock this morning was ditched about six miles north of Bradford. The fireman, Nelson Garrett, of Barrie, was so severely scalded that he succumbed to his injuries this evening at the hospital here. The engineer, Arthur Meeking, also of Barrie, suffered a severe wound in the head and his arm was injured, but he is expected to recover. Louis Marshall, express messenger, was also badly hurt. Beyond a few bruises and a shaking up all the passengers escaped injury.

Both the injured members of the engine crew were taken to Allendale hospital, and Marshall was taken to Toronto.

The train, which consisted of a baggage and mail car, two day coaches and three sleepers, was travelling at a good rate of speed when the accident happened, owing, it is believed, to some defect in the running gear. The front cars were all thrown from the track. Two of the sleepers remained on the rails. One car went into a field. The embankment at this point is ten feet high. The mail car dashed into the tender, and the engine turned completely on its back. The mail and baggage cars are badly broken up, but the others did not suffer to any great extent.

Among the passengers were Dr. Reattie Nesbitt and Messrs. H. Morell, M.P., and A. Aubin, M.P., who were on their way to Toronto to join in a deputation to the prime minister.

The dead fireman, Nelson Garrett, was a son of A. F. Garrett, of Barrie. He was 22 years of age and had been firing on the G.T.R. for less than a year. He was unmarried.

BOILER EXPLODED
Halifax, N.S., July 15.—Two men were killed and two maimed this afternoon on board the Norwegian barque Raana, at Tusket Wedge, Yarmouth, which arrived at that port from Antwerp on Monday. The boiler connected with the donkey engine exploded, killing instantly the carpenter and one seaman, blowing one of the mate's legs from his body and severely scalding another seaman. The names of the dead and injured are not available. All are natives of Norway.

Emancipation of the Fat Folks
To have a fat man through the hot weather is a task, scarcely daring to breathe simply because one is so fat the least exertion will start the perspiration in a stream, not a very lively prospect. But it has been the lot of the fat since time began until now.

Fat folks have been emancipated from hot weather misery at last, by a home mixture: 1/2 ounce Marmola, 1/2 ounce Fluid Extract Cascara Aromatic, and 1/2 ounce Syrup Simplex; of which they take a teaspoonful after meals and at bedtime until—which isn't a very long time—they have lost all the fat they care to.

Simple and inexpensive (any druggist will fill it for a small sum) as this receipt is, the results it obtains are

AT **R. McKay & Company's**
THURSDAY, JULY 16, 1908
HAMILTON'S MOST PROGRESSIVE STORE

McKays' Great Inventory Sale

This Splendid Half-Yearly Event
Offers Great Inducements To
Warm Weather Needs

Every dollar's worth of everything in the matter of summer women's wearing apparel, furnishings for the home. Each must be cleared by the end of the month, time is short but we intend making the price inducements strong enough to accomplish this end. If you are not already getting your share of the modified bargains come to-morrow.



Ready-to-Wear Department

Shirtwaist Suits \$1.98

Colored and White Lawn Shirtwaist Suits, nicely trimmed and piped, very wide skirts. Regular \$3.50 and \$4. Very special at \$1.98

Wash Skirts \$1.49

A good assortment of styles to select from in white and colored, all New York models. Regular \$2.95, very special at \$1.49

Inventory Values For Friday

Lonsdale 15c

41-inch Lonsdale fine smooth finish, a special underwear quality, worth 22c, sale price, per yard 15c

Bath Towels

10 dozen extra large size Bath Towels, heavy absorbent weave, 40c value, sale price 20c

Toweling 12 1/2c

5 pieces Pure Linen Toweling, clean, absorbent weave, free from lint, 15 and 18c. Sale price 12 1/2c

Skirting 15c

Striped Galatea Skirtings for wash underskirts, in neat dark stripes, regular 25c, for 15c

Towel Special

35 dozen Huck Towels, pure linen, hemmed and fringed, large size, regular 50c pair. Sale price, 40c

Napkins 20c

50 dozen Odd Napkins, 1/2 size, fine satin damask, slightly imperfect, worth up to \$4 dozen, sale price 20c

Longcloth 10c

50 pieces fine soft finish Longcloth, splendid wearing, special 10c

Three Inventory Sale Blasts for

SIX PASSENGERS WERE INJURED

**Railway Accident Near Allandale,
Caused by Two Coaches Going
Over Embankment**

**Conductor Clarke Killed at Hanover,
Caused by Foot Catching—
Collision at Parry Sound**

Barrie, Oct. 15.—About 1 o'clock this afternoon a mixed train from Meaford, in charge of Conductor Hunt and Engineer Bradford, was partially derailed a mile and a quarter north of Allandale. The accident occurred on a piece of straight track, two passenger coaches and baggage car being overturned down an embankment of about four feet.

The following were injured: Mrs. J. Wilson, Meaford, leg and arm broken; Percy Hermott, Toronto, head cut and shoulder bruised; Mrs. John Potts, Collingwood, ankle sprained; Mrs. Miller Angus, head cut slightly and shoulder bruised; Miss Hotson, daughter of Dr. Hotson, Parkhill, left arm fractured and badly crushed.

The engine of the train ran into Allandale, and in a short time a special train with Superintendent Tiffin and four constables, reached the scene. The injured passengers were removed to the Barrie hospital, and the others were taken to Allandale by a special. The Toronto train having been held for them. The officials decline to give any opinion yet as to the cause of the accident. The roadbed and everything else was apparently in good condition, they say.

Mrs. Potts when seen at the hospital said she saw the rear trucks of the hind coach still on the rails when she emerged from the wreck. Mrs. Miller lost \$100 in bills and several checks, which she had in her lap counting when the coach overturned. Of those in the hospital Mrs. Wilson is the only one whose condition was regarded as very serious.

Percy Hermott, one of the injured, lives at 157 Wilton ave., Toronto. Mrs. Wilson, Meaford, was on the way to visit her son on Berkeley street. The family of John Cooper, who were on their way to the old country, were seen at the Union station by Dr. Riordan, who decided they could go on their way.

CONDUCTOR CLARKE KILLED

Hanover, Oct. 15.—Charles P. Clarke, conductor of a mail train, met a terrible death this afternoon. While switching the mail train off the main track to make way for the eastbound express he slipped in between the cars to uncouple them. In some way his foot caught, and the car wheels passed over him, mangleing him in a fearful manner. He leaves a wife, but no children. His parents live in London. His father and brother are also railway men. He lived about ten minutes, but was unconscious.

COLLISION AT PARRY SOUND

Parry Sound, Oct. 15.—The southbound Winnipeg express for Toronto met with an accident at the station here at 4 p.m. to-day. Engine No. 353, with a couple of freight cars, loaded for the Hows Harris Construction company with camp supplies, moved on to the main line a short time before the arrival of the Winnipeg express, and the engineer, thinking he had time to fill his tank with water, was standing at the water tank, with the two freight cars in front of the engine, when the express came around the curve. Feeling a collision was inevitable, the engineer of the express put on the emergency brakes, but the heavy train in the rear drove the two trains together with considerable force, and the freight cars of the supply train were badly wrecked. Flour, coal oil and general supplies being scattered in every direction, and the two cars splintered into fragments. The engine of the express had its smoke stack broken off, and was otherwise slightly damaged, but beyond a shaking up none of the passengers or crew of either train were injured. After a short delay the Winnipeg express continued its journey southward. The main line is blocked, but the accident, happening as it did at the station, the switches are being used for the through traffic, and there will be no delay.

08 10 16

CLARK'S

This Tin
of Clark's Pork and Beans is worth as much as one lb. of Beef, costs one third, has the same nourishment, and at the same time is doubly appetizing. Can be eaten cold, or can be made steaming hot in five minutes.

Three flavors—plain or with Chili or Tomato Sauce. Purity guaranteed by the stamp "Canada Approved Establishment 24", and by
WM. CLARK, MONTREAL. 56

Pork & Beans

DISHONEST OFFICIAL

**Tax-Collector of North Bay Steals
Town's Funds**

North Bay, Ont., Oct. 15.—A sensation was sprung in the high court to-day in the case of King v. Wm. Martin, Jr., tax collector of that town, charged with misappropriation of funds, when Martin's counsel, Wm. White, of Pembroke, entered a plea of guilty on behalf of his client, and asked Judge Britton to release Martin on suspended sentence to enable him to complete his desire for restitution, already begun. All the property of the accused, his father and wife had been turned over to the town, and the town council was not anxious to send him to prison. No objection was raised by the crown prosecutor, and Judge Britton reserved decision.

Martin was tax collector while his father was town treasurer, but the son transacted the business of both offices, in addition to being police magistrate, conducting an extensive insurance business and other interests. In May, Hardy and Hammond, auditors, reported a shortage to the town of over twenty thousand dollars, and accused entered into an agreement with the town to satisfy the deficiency. The agreement not being carried out in its entirety in the time specified, the present action was begun, but shortly after the proceedings were taken, the balance of the securities specified were furnished by the accused.

A true bill was found against James Connolly for receiving silver ore, knowing it to be stolen, and for purchasing stolen ore.

The case of Edward Eaton, charged with the murder of Frank Ellar, of Temagami, on Sept. 11, opens to-morrow morning, and a large number of witnesses are here in connection with the case.

Shake the bottle and take as directed and in 48 hours Four T's will shake your cold. Look for the four red T's. 25c all druggists.

RUSH TO STURGEON LAKE

Port Arthur, Oct. 15.—Gold prospectors are quietly dropping into the Sturgeon Lake district, and among these are many who have been prospecting in and around Cobalt. Men who have come out from the works on the Grand Trunk Pacific say that there are many looking for the precious metal, and that a large number of them will stay in the country all winter. Some of these who have visited the camp say that there are sure to be many more and richer fields, and that within a very short time there will be a gold rush into the country which will rival some of those which have now become historical. Several parties have left Port Arthur in the past few days for fields of promise, and have outfitted with the intention of staying all winter.

LUMAN MANN IN

**Must Stand Trial For
Toronto Woman**

Chicago, Oct. 15.—An action against Luman C. Mann, who was charged with the murder of Gilmere Thompson, former Toronto and Wingham, was the grand jury to-day. Mann has been at liberty on bond since he gave himself up following the arrest, and was taken to the jail.

Mann's arrest was in a curious manner through which the father of his had. The man, Shenk dreamed that Mann had former wife, and being peripatetic, consulted a fortune-teller. The fortune-teller represented that in turn if Mann's wife, knowing of the murder, was to be further stated that so violent to the murder Mann was going to get a woman if he had to of her. This was the value of the jewels of Thompson, and which he found since her death. Of this threat, the accused a photograph of was identified by the Michigan avenue room that of the man who there with Mrs. Thompson.

MAN MAY

**He Was Struck by a Car
Seriously Injured**

Toronto, Oct. 16.—A probable accident happened yesterday on Front street, when street cleaning was making a test with a machine. The rate at which running when Miss Cummin at the railway crossing, was the one upon which was a passenger. Ran do John Kidney of 143 Spadina, badly that he may not recover. John Dalton was in charge and he had with him on Oct. 11, Forrest, the agent, when just beyond Kidney appeared about a half away walking no track. The motorman with the gong and applied it was too late. The motor of the car was not clear of the car and was not clear. Dr. B. L. Riordan and had the injured man

Have Some of This.

in the Federation in Danger—ape Colony Dutch Working for Party Rather Than for National Advantage.

Adrian Associated Press Despatch. May 4.—The Morning Post, a correspondent writes, now that the national situation has resumed its normal course, the situation with regard to the federation is critical. The elements of Cape Colony reopen settlement of the racial question on basis of equality of language and racial rights, in the crudest manner, the guide of requiring the federation of the meaning of the word. The question is, will the Cape accede to the demands (which formulated for party purposes), at expense of placing the Cape in permanent inferiority to the other two colonies. Both the Cape and the Dutch are believed to be determined to adhere to the original settlement, but the Transvaal is already inclined to doubt the wisdom of going with unreasonable Natal and people of the Cape, who cannot tolerate party to national interests. It is hoped that the majority of the Cape Dutch will follow the constitution rather than follow the wrecking party if the issue is made clear.

FOUR WERE DROWNED

Terrible Gale in Upper Long Island Sound. (Associated Press Despatch.) New Haven, Conn., May 4.—Driven by terrific force, the upper part of the Connecticut shore, one of the severest storms which has experienced in several years, had a toll of four lives during last night, sent four coal barges to the bottom of the Sound off Branford, and three others on the rocks off Kner's Island. The persons who were drowned were Captain J. H. Black, Hamilton; Charles P. Hardy and George Price, Carlisle. Calls to clerymen were sustained as follows: M. Fee to Dunville at a salary of \$100; F. W. K. Harris, Chalmers Church, Hamilton and Barton, stipend \$50; Rev. Nell M. Leckie, Lansdowne, to Beverly, stipend \$100.

W.F.M.S. ANNUAL MEETING.

Martha Smith Describes Work Among Toronto Jews. (Special Despatch to The Globe.) May 4.—The thirty-third annual meeting of the Western Division of the Women's Foreign Mission Society, of the Presbyterian Church opened in the Bank Street Presbyterian Church here this afternoon with the president, Mrs. Short, of Toronto in the chair. After religious services, Miss Martha Smith of Toronto described the mission work of the Church among the Jews of Toronto. She stated that 11,000 Jews who formed Toronto's ghetto.

Sudden Death at Fingal.

Thomas, May 4.—(Special.)—William Kilde, a well-known farmer living at Fingal, was found dead in his yard near his stable at 1 o'clock today. He had been lying there some time. He went to attend the horse. The disease was given as the cause of his death. Deceased was a bachelor, 50 years of age.

Couple Agree to Separate.

Catharines, May 4.—(Special.)—Mrs. E. Raffiller, who assaulted her wife some days ago, is again free, having been given his liberty on suspended sentence by Police Magistrate Smith this afternoon. He paid \$2,250 to settle with his wife. The couple have agreed to separate.

Reduced Price of Oil.

New York, May 4.—The Standard Oil company today announced a reduction of five cents in the price of crude oil. It makes the price per barrel \$17.75.

A Clean Man

Outside cleanliness is less than half the battle. A man may scrub himself a dozen times a day, and still be unclean. Good health means cleanliness not only outside, but inside. It means a clean stomach, clean bowels, clear blood, a clean liver, and a clean, healthy system. The man who is clean in this way will look it and not it. He will work with energy and think clean, clear, healthy thoughts. He will never be troubled with liver, lung, stomach or blood disorders. Deepsides and indigestion originate in unclean stomach and bowels. These are found where there is unclean blood, and bronchitis means unclean lungs.

Pierce's Golden Medical Discovery

prevents these diseases. It makes a man's insides clean and healthy. It cleans the digestive organs, makes pure, clean blood, and clean, healthy flesh.

It restores tone to the nervous system, and cures nervous exhaustion and prostration. It contains no alcohol or habit-forming drugs. Copiousness is the most unclean uncleanliness. Dr. Pierce's Pleasant Pellets cure it. They never gripe. Easy to take as candy.

WILL NOT BE ARRESTED.

COURT GRANTS PROTECTION TO ENNIS & STOPPANI.

Members of the Bankrupt Stockbroking Firm Have Agreed to Appear in Private Before Receiver Russell and Tell All They Know.

(Special Despatch to The Globe.) New York, May 4.—An order has been signed by Judge Hough in the United States Circuit Court exempting Thomas A. Ennis and Charles F. Stoppani of the bankrupt firm of Ennis & Stoppani from arrest under any civil process growing out of the bankruptcy act, except for certain causes especially enumerated. Having obtained a writ of habeas corpus, the firm said that he did not think there would be any public examination of the bankrupts, as they had both agreed to appear before Receiver Russell in private and tell him all they knew.

HAMILTON PRESBYTERY.

Several Calls Sustained at Yesterday's Meeting.

(Special Despatch to The Globe.) St. Catharines, May 4.—The Hamilton Presbytery transacted considerable important business at the bi-monthly meeting held in Knox Church this afternoon. The following commissioners were appointed by the Moderator:—Rev. Dr. Reith, Hamilton; Rev. Dr. Lyle, Burlington; Rev. Dr. J. H. Ratcliffe, St. Catharines; W. J. Dale, Simcoe; W. T. Ellison, Carlisle; Dr. Buchanan, Jarvis; D. M. Robertson, Strathroy; J. Wilson, Hamilton. The elders appointed were: Chas. E. Gray, Hamilton; David Gibson, Caledonia; W. J. Quincey, Cawaga; Adam Craspe, Port Dalhousie; John Madill, St. Catharines; George Black, Hamilton; Charles P. Hardy and George Price, Carlisle.

Calls to clerymen were sustained as follows: M. Fee to Dunville at a salary of \$100; F. W. K. Harris, Chalmers Church, Hamilton and Barton, stipend \$50; Rev. Nell M. Leckie, Lansdowne, to Beverly, stipend \$100.

CHARGES ARE FALSE.

License Collector's Statements Against St. Thomas Police Chief.

(Special Despatch to The Globe.) St. Thomas, May 4.—The Board of Police Commissioners today held an inquiry into charges made through the newspapers by License Collector W. J. Shaw, against Chief of Police Armstrong. A letter was written in a controversy over the enforcement of the dog by-law and charged the Chief with allowing John Radcliffe, wanted for burglary, to leave the city in order that he (the Chief) might incur fees and mileage in following him, and that the Chief collected over \$100 in fees last year. Inspector Shaw declined to be present at the investigation. Chief Armstrong denied knowing anything about Radcliffe's crimes until after that individual had left the city, and said he had not received \$400 in fees. Those for the whole force for 1908 being \$146.

The following resolution was passed on motion of Judge Colter and brought Glenn: "That the charges made by Mr. Shaw in the public press of St. Thomas affecting the police force of this city are false and scandalous, and deserving of public censure."

Fire on Spadina Avenue.

Fire of unknown origin, did \$600 damage to the tailoring shop of J. W. Parker, 338 Spadina avenue, shortly after 11 o'clock last night. The damage is divided: \$450 to contents of store and \$150 to the building, which was owned by Mr. William Parker. It is expected that the loss will be fully covered by insurance.

TO POLE BY BALLOON.

WALTER WELLMAN WILL MAKE ATTEMPT IN AUGUST.

His Airship Will Start From Dane's Island, Spitzbergen, if Weather Conditions Are Favorable—Will Carry Crew of Three.

(Associated Press Despatch.) Washington, May 4.—Walter Wellman announced today that he will this summer renew his effort to reach the North Pole by means of a dirigible balloon or airship. All the preparations have been made and Mr. Wellman will sail next week for Paris and Norway. This expedition will be under Mr. Wellman's individual ownership and responsibility. The capital has been supplied by Americans who are interested in the enterprise solely on scientific and patriotic grounds. No change has been made in the general plan of the expedition, which is to assemble and inflate the balloon at the highest possible station, Dane's Island, Spitzbergen, in June and July, and to start thence northward through the air in August, provided the weather conditions make a start practicable with reasonable chances for success. The airship to be used is the America, which had a trial voyage of about twenty miles at Spitzbergen a year ago last September. If the America is able to start she will carry a crew of three men.

ENGINE JUMPED RAILS.

Accident to Penetang Train on Grand Trunk Railway.

(Special Despatch to The Globe.) Allandale, May 4.—As the south-bound Penetang train on the Grand Trunk was approaching Pelphinstown station, and running at about 10 to 13 miles an hour, the engine jumped the track, and the train was immediately brought to a standstill. None of the passengers have been reported hurt, but the conductor, Thomas Park, and the baggage man, Harry Hamilton, who were both in the baggage car at the time of the accident, were severely shaken up and bruised. The mail clerk, A. Kirkpatrick, was also shaken and bruised. The train arrived here about an hour and a half late.

A coincident is that it was exactly the same crew which met with a similar accident on the line on New Year's Day, 1908, and the baggage man was in an accident to the Penetang summer express several years ago.

An investigation will be held by the officials into the cause of the accident.

SABBATH SCHOOL INSTITUTE.

Marvellous Increase in Membership in Presbyterian Sunday Schools.

The third annual celebration of the Presbyterian Sabbath School Institute was held last night in the lecture hall of Knox Church. The chair was occupied by Mr. John Lowden, Rev. J. C. Robertson, General Secretary for Presbyterian Sabbath Schools, gave a review of the progress of the work during the past year. He stated that the membership of the Association had been increased in three years from 16,000 to 19,000. This was highly encouraging to the workers. In the course of a talk on "Sabbath School Music," Mr. Wm. Gillespie, choir-master of Hand Street Congregational Church, dwelt upon the importance of properly training the children the art of congregational singing.

Mr. F. W. Moffat briefly reviewed the Sunday School lessons for May, after which the gathering spent a social half hour.

True Bills at Stratford.

Stratford, May 4.—The Perth county Spring Assizes opened here this afternoon. Mr. Justice Riddell presided. The Grand Jury brought in true bills against Frank Roughmond for murder; against Bert Lankin, and against Aloysius Guerin for manslaughter.

Eign Loan Shareholders' Dividend.

St. Thomas, May 4.—(Special.)—It is announced that after paying all depositors and creditors 100 cents on the dollar and interest, the liquidators of the Eign Loan company, which failed on June 15, 1903, will declare a dividend of seven cents on the dollar to the shareholders. The liquidators' fees will be fixed by Judge Hughes tomorrow.

The Fire Record.

London, Ont., May 4.—(Special.)—Mr. Anthony T. Smith of concession to South Dorchester, lost four valuable horses and a lot of farm implements this morning. In a fire which destroyed his large driving shed and barn.

that the C. P. R. declined to use it because it was unsuitable for the purposes of a transcontinental railway. Sir Wilfrid concluded with a convincing defence of the loan to the G. T. P., claiming that in the financial conditions which prevailed it was the only method by which the company could have carried the enterprise to completion. It was true that the cost of the road had exceeded their calculations, but every modern enterprise of any magnitude had cost more than originally estimated, and he was content to leave the facts to the judgment of the people.

"The time will come," he declared, "when our policy will be vindicated to its fullest extent and to the very letter. Canadian people realize what is to be the future of this great enterprise, and there is not a man in this House or out of it who does not believe that the railway is a national asset, not only a commercial but a national necessity."

Mr. Borden's Amendment.

Mr. Borden, in moving his amendment seeking to bind the G. T. and the G. T. P. Railways to send all export traffic, not otherwise routed by the shipper, via Canadian ports, briefly reviewed the arguments he adduced in his former speeches on the bill. He dwelt on the unprecedented cost of the new road compared with the original estimates of the Government, and declared that the time was now opportune to remedy the defect in the original bargain, so as to safeguard the interests of Canadian trade channels and prevent the diversion of traffic to the G. T. terminals at Portland, Maine.

The debate was continued by Messrs. Crothers, Conmee, Macdonald (Pleasant), Carvell and Crosby.

Mr. Borden's amendment was defeated by 108 to 70.

The amendments of Messrs. Ames, Middlebro and Melghon were then discussed, and in turn defeated, and the same fate met an additional amendment by Mr. Perley, that all stock of the Grand Trunk Pacific in control of the Grand Trunk Railway Company should be conveyed to the Government and held until the loan had been repaid with interest.

Bill Passes Without Dissent.

The bill having been reported, Hon. Mr. Field moved that it be read a third time, on the division previously taken. To the surprise of the Liberal members, Mr. Borden declined to challenge, and a remarkable climax to the debate met an unanimous vote after their prolonged onslaught on the bill, allowed it to pass unanimously.

Mr. Conmee's Little Joke.

There was an amusing interlude during the hour reserved for private bills. Mr. Conmee desired to go on with his bill to incorporate the Ontario and Michigan Power Company, but was reminded of the understanding arrived at last night that several days would be given to the Ontario Government to consider the measure in its amended form. The member for Thunder Bay and Rainy River insisted on proceeding, despite the advice of the Prime Minister and the Minister of Finance, but finally, after some brisk exchanges with the Opposition, gave way. He turned the tables, however, on his opponents when the next bill, that of the Theatrical and Northern Railway Company, was taken up. "This bill," said Mr. Conmee, "directly violates the Provincial rights of Ontario, and I am surprised that the Premier of Ontario has not passed an order in Council instructing the Opposition to oppose it." In this strain he proceeded, with roars of laughter and applause, until the hour was up, when the discussion of the G. T. P. loan was resumed.

FOUND DEAD IN BED.

Mr. A. H. McBride of Vancouver, Father of Premier McBride.

(Special Despatch to The Globe.) Vancouver, May 4.—Mr. Arthur H. McBride, ex-Warden of the Provincial Penitentiary, and father of Hon. Richard McBride, Premier, was found dead in bed this morning. He retired to his usual health on Monday night. He was born in the north of Ireland 73 years ago and landed at Victoria in '62, joining the Crown Colony police force.

What Many Men Need

DR. HAMILTON HAS A PRESCRIPTION THAT "SETS" YOU RIGHT UP.

When a man has lost ambition to "dig in" and stay at things—when he complains of headache, fullness in the chest, a pain in the shoulder blade—it is purely a case of "Liver." These symptoms invariably indicate a clogged, inactive liver. The body is full of bile, water, and the whole system is half paralyzed. Dr. Hamilton's Pills stimulate the liver into activity in one night. Being a mild vegetable laxative they produce results in a few hours. The bilious headache and constipation are cured, the bile is eliminated, and the system returns. Nothing in the calendar so efficient for that tired, lazy feeling as Dr. Hamilton's Pills. Very mild, don't interfere with work, invariably do a lot of good. Try a 25c. box all dealers.

Dr. Hamilton's Pills.

Buy STEELE, BRIGGS' seeds for YOUR Spring. The garden worth planting is worth well.

For easy selection at your local store STEELE, BRIGGS' Seeds are arranged in our display box. If your dealer does not carry them we will fill your order direct. Do not accept substitutes—get the genuine.

"Canada's Greatest Seed House" Steele, Briggs' Seed. TORONTO HAMILTON WINNIPEG

SERIOUS STABBING.

MAN PLUNGED KNIFE INTO HIS BROTHER-IN-LAW.

William Dagg Arrested at Cache Bay for Stabbing Abe Welsh—Injured Man Was Better in Fair Fight—He Will Probably Recover.

(Special Despatch to The Globe.)

North Bay, May 4.—Provincial Constable Connor arrested a man named William Dagg at Cache Bay yesterday, and lodged him in jail at Sturgeon Falls, as a result of a murderous assault which took place last week on the Sturgeon River, about twenty miles north of Sturgeon Falls. Dagg was employed as a river driver on J. R. Booth's log drive, and in the same crew was Abe Welsh, his brother-in-law, with whom, it is alleged, he was on bad terms on account of family differences arising out of a quarrel over a woman. On one night at the hotel at Field settlement when the drive arrived there, and the next morning attacked Welsh with an axe, cutting his head open. Dagg suddenly sprang upon his brother-in-law and stabbed him just above the heart. He was again disarmed and taken with the wounded man to Cache Bay. Although his wounds are severe, Welsh is recovering, and the preliminary trial will take place at Sturgeon Falls on Thursday. Dagg admits his guilt and blames the liquor.

FOR CONDUITS AND CABLE.

Tenders for Supplies for City's Electric Plant Are Low.

Tenders for conduits and copper cable for the city's electric power-distributing plant were opened by the Board of Control yesterday morning, and referred to Electrical Engineer E. L. Aitken and Engineer Alexander Dow of Detroit for a report thereon as to the tenders to whom the contracts should be awarded. Mr. Dow will be going out to-day for the purpose of going over the tenders with Mr. Aitken, and their report will be ready for the Board of Control Thursday morning.

"Very much better than we anticipated," said Mr. Aitken with reference to the tenders. "They are from 5 to 10 per cent. lower than we had thought they would be, and I am well pleased with the work we have secured on the cable costing us \$50,000 and the conduits \$15,000, but in both of these the contracts will be let at from 5 to 10 per cent. less. There were nine tenders for cable and nine for conduits, none of them from Canadian firms. One tender for conduits was posted in this city on Monday night, and was a work of art, not considered. The tenders are American and European firms."

Convict Dies in Central.

William Vergette, a prisoner in the Central Prison, died in the infirmary of that institution at 5 o'clock yesterday morning of acute tuberculosis. He had been an inmate of the hospital for sixteen days. Vergette was of French descent, and came from Port Arthur. He had been in the infirmary of the prison since September last, and was serving a long term for forgery.



HAMILTON

MAN PLUNGED KNIFE INTO HIS BROTHER-IN-LAW.

Mrs. Field Claims Being Undermined by Wyck Withdrawal. Sewer Construction for General Ass.

Resignation Withdrew. Rev. J. Roy Van the wishes of a congregation last night resignation. After service he announced in the best interest of the church that he should resign. To the surprise, and he said that the work assigned, but on the congregation that he withdrew it for the prompted him to the

Sewer Construction.

The Board of Works action regarding the site for the west end sewer is being high. It was decided of acquiring a right of way for the sewer. The site should be laid out. The lots should be laid out. The lots should be laid out.

On June 3 from all parts of China, and Trinidad. Assembly here to be held in the Loc. Rev. John Young, Rev. J. A. Wilson, been appointed to and special attention to the guests' comfort.

Notes.

Magistrate Jelfs visited Mrs. Simpson. Miss Ida Jelfs was making a sea

DO KID PILL. Kidney Pills. Bright Diarrhea.

ORONTO DAILY STAR

TORONTO, THURSDAY, JULY 21, 1910.—SIXTEEN PAGES.

Last Edition.

ONE CENT.

LOSING 30 FREIGHT

are Getting the
That Is Piling
There.

P. IS IN TOWN

of the Conductors
the Central
at Fight.

THE COMPANY IS MORE CONFIDENT

According to a Statement Issued
by It at Montreal This
Morning.

DIDN'T OFFEND THE MEN TRAINS WERE CANCELLED

By Offering to Arbitrate. It Says Strikers Should Pay No Attention
to Company's Threat to
Fire Them.

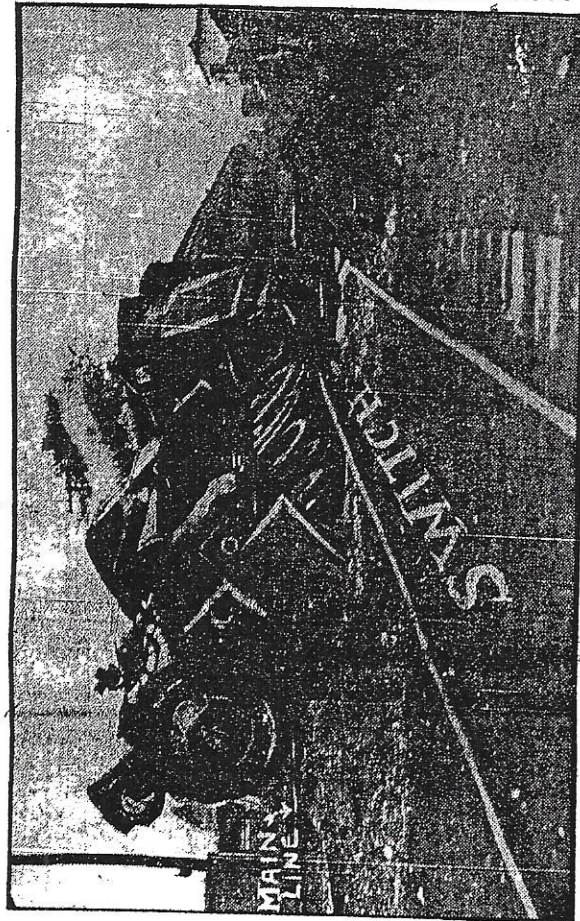
EVERYTHING GOING FINE, SAY THE MEN

Freight Train
Leaves Toronto
Twenty-Six Cars of Perishable
Products Sent East This
Morning.

THREE YEARS FOR MR. WHITT BYNUM

Virginian Who Attacked Chi-
cagoan Sentenced in To-
ronto to Kingston.

FAST LIFE LED TO PRISON



The Grand Trunk wreck near the Dundas bridges. The train from North Bay was coming down the main line at about one o'clock this morning, and the engine and tender fell over to one side. The train was stalled on the track. The track was cleared at noon.

THE COMPANY IS MORE CONFIDENT
According to a Statement Issued by It at Montreal This Morning.

DIDN'T OFFEND THE MEN TRAINS WERE CANCELLED
By Offering to Arbitrate. It Says Strikers Should Pay No Attention to Company's Threat to Fire Them.

EVERYTHING GOING FINE, SAY THE MEN
Freight Train Leaves Toronto

THREE YEARS FOR MR. WHITT BYNUM
Virginian Who Attacked Chicagoan Sentenced in Toronto to Kingston.

FAST LIFE LED TO PRISON

G.T.R. TRAIN DERAILED, BUT PASSENGERS UNHURT

No. 48 Meets With Run-Off at 1.15 a.m. Just North of Dundas Street Bridge—Three of Crew Injured—Company Says Somebody Tamped With Switch.

THE INJURED.

Engineer Delaney, leg scalded.
Fireman George Kashner, slightly injured.
Mail clerk, back hurt.

The engine and two cars of the Grand Trunk train No. 48 from North Bay were derailed north of the Dundas street bridges about one o'clock this morning, but the passenger coaches remained on the rails, and three of the crew, the only ones hurt, escaped with comparatively slight injuries.

The company is inclined to think that a switch was tampered with, but another opinion is that a spread rail caused the derailment.

Deliberately Done, Says Farrell.
That the derailment of the train was not an accident but the result of a deliberate action on somebody's part is the opinion of W. H. Farrell, superintendent of G.T.R. terminals.

"We have nobody on the Grand Trunk who would do such a thing," said Mr. Farrell, the reference being to the men on strike.

"But," he continued, "it was done by somebody. The switch was left half cocked, and it threw the train off the track. The bent rail had nothing to do with it. It was bent after the locomotive left the track."

Mr. Farrell was the first man on

the scene after the mishap, and he remained there all the rest of the night, and a good part of this morning, attending the clearing of the track.

Mr. Farrell has hardly been away from the station or yards since the accident began, so that he was right on hand as word reached the company.

While the wreck was not a very serious character, except as to what might have been, traffic is impeded, and some loss sustained by the Grand Trunk.

A Temporary Track.
The big engine was still embedded in the roadbed at ten o'clock, and the wrecking crew was preparing to hoist it, besides connecting the main track with an industrial siding. This spur line, running from the main track at one end, will be extended to the main track at the other end, and over the improvised new track the company will run its trains until the permanent repairs are made.

Story of a Witness.

The accident occurred in the rear of the Son-Son Chevrolet Company's factory and W. R. Boardman, the Chicagoan's night watchman, rendered efficient assistance to the crew and passengers.

"The engine fell," he said to-day. "The

(Continued on Page Six.)



You? Rea-
Prices, Tool

PERSON COMPANY
LIMITED

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et go about with a
discolored, frocked
the color of russet
for clear your com-
mon of moth patches
discolorations - use

PRINCESS
MPLEXION PURIFIER
simply fine lotion for
clear the face to a
flawless, wholesome, and
active complexion.
SO DELIVERED.

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sion reliable method
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1967

OLOGICAL INSTITUTE,
Established 182

Iman's Powders and Adults

kinds of worms are
preparation the tape
worm and the thread
worms will never fall to
my and in most cases
medically. Besides be-
ing a safe and effective
remedy for suspected
worms, it is an oc-
casion for children from 3
to the dose to the age
of 1 Drug and Chemical
company.

OIL

Perfect Light

LE BY DEALERS
EVERYWHERE

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Temple St., Springfield

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are lacking

A G.T.R. TRAIN WAS DERAILED

(Continued from Page One.)

train was coming slowly, about 18
miles an hour. I should think. The
engine ran off at the switch into the
Smith lumber yards siding. I heard
the steam escaping as the engineer
had opened the valve. I closed the
factory windows, so that the steam
could not soften the gum and ran out
to the track. The engineer had kept
his head, and both he and the fire-
man did everything they could before
leaving the cab.

"The wood casing around the boiler
was burning, so I turned on our hose.
The engineer had an abrasion on the
leg and I offered to dress it, as I had
a medical locker in the factory. The
engineer did not want attention of the
kind and when Dr. Riordan arrived
on the scene a little later, the doctor
said that the engineer was not hurt.
At least, so I understood him.
"The conductor had lost no time in
telephoning from a nearby office, and
a relief train was here in an hour or
so.

Passengers Not Excited.

"There was no panic. The passen-
gers took it all very calmly. As a mat-
ter of fact, the people in the rear
coaches did not know for some little
time that an accident of the way
had happened. As I could see
there were passengers. I
took most of the factory to the
factory. The majority
were. The it some were
strangers.

The Track Torn Up.

The train comprised an engine, a
baggage and express car, a mail car,
and six first class passenger coaches.
Only the engine and the baggage and
mail cars went off the rails, but while
the train was not going fast, the
ground was soft, and the locomotive
plowed into the roadbed to a depth of
two or three feet. The engine and
tender telescoped in some degree, and
the baggage and mail cars followed the
engine and tender, though neither of
the two cars was badly damaged. The
track was torn up for about three car
lengths, and one rail was bent into a
crescent.

While the Grand Trunk officials in-
cline to the belief that somebody med-
dled with the Smith switch, one of the
factory managers submitted the ques-
tion to The Star in this way:

Something Wrong at Frog.

"I don't think that the switch was
open, because, as you see, the train did
not run into the Smith siding. The
run-off, or the beginning of the trou-
ble, at least, seems to have occurred
at the frog, a few yards south of the
switch. The engine and the two cars
ran on the ties until the engine stop-
ped and buried itself in the soil. The
six passenger coaches, as you
see, are still on the main track. Of
course, I cannot say definitely that the
switch was not tampered with, but it
looks to me more like something
wrong with the frog or one of the
rails.

Close Watch on Property.

Beardmore saw no one on the tracks
last night, and the Grand Trunk is
seeing to it that nobody loiters on the
company's property to-day. Crowds
on both sides of the track, and this
morning, but the sign remained



Half and Half

"IS CERTAINLY GOOD"

One never forgets the flavor of this de-
licious beverage. That delicious flavor
that has made it the most popular Half
and Half in the Province.

It is to be had at all dealers and hotels.

The Cosgrave Brewery Co. of Toronto, Limited

on the outside. Special constables pa-
troled the tracks, and even venture-
some small boys were chased off the
premises when they attempted to cross.
This exclusion policy was not directed
at the strikers alone. Only the Grand
Trunk workers and special constables
were allowed in. Even newspaper re-
porters were barred out, and had to
content themselves with observations
from adjoining factory properties.

Only Slightly Injured.

Engineer Delaney sustained a scald
on the leg. Fireman George Kashner
was slightly injured, and the mail
clerk, who was thrown against his car,
hurt his back.

While the engine fire was raked out
as soon as possible after the accident,
steam was still rising at noon to-day,
and some smoke came from the smoul-
dering boiler casing.

Track Tampered With?

On the special train that carried doc-
tors, detectives and officials to the
scene of the wreck about 2 a.m. was
Superintendent Gillen. After an inves-
tigation, he issued this statement:

"The derailment has taken place
just at the switch into the chicle fac-
tory's siding. I have showed the po-
liceman that switch, and the engineer
states that when they hit it they were
lifted up, as though something had
been placed on the rail.

"It is quite plain that the switch was

tampered with in some way. Of
course, I am not going to say that any-
one deliberately tampered with it to
cause a wreck.

"The train is known as No. 48, com-
ing from North Bay. The engine is No.
426, the engineer is P. Delaney, and the
fireman George Kashner, both of Allandale.
Neither is seriously hurt. The
train had a brakeman and conductor."

THE FOREST FIRE LOSSES.

Out of One Township Only One Farm Building is Left.

Reports of damage by forest fires in
the Rainy River District continue to
come in. The Department of Lands,
Forests, and Mines this morning said
that men were out investigating the
damage. They had received fresh re-
ports, but had no details to give out
for publication.

Dr. Preston, M.P.E., was at the Par-
liament Buildings, and reported that in
one township there is only a single
farm building left standing.

Several villages, it is feared, have
been destroyed.
The officers at the Buildings are
hoping that the rain which reached
Toronto at noon will also visit the
northern districts and extinguish the
fires.

Patchett-Leitz.

Special to The Star.

Kingston, July 21.—The city papers
publish a German advertisement an-
nouncing the banns of Prof. Ernest W.
Patchett, B.A., associate professor of
modern languages at Queen's Universi-
ty, and Miss Bertha Anna Leitz, of
Heidelberg. The marriage will take
place shortly.

CURES
DIARRHOEA, DYSENTERY,
COLIC, CRAMPS, CHOLERA,
MORBUS, CHOLERA IN-
FANTUM, SEASICKNESS,
SUMMER COM-
PLAINT, and all
LOOSENESS or
FLUXES of the
BOWELS

Mrs. HOLLIDAY, Box
No. 88, Wroster, Ont.,
writes:—"I must say that
we have used Dr. Fow-
ler's EXTRACT OF WILD
STRAWBERRY for over
seventeen years, and have found nothing
to equal it for all Summer Complaints,
Diarrhoea, Dysentery, etc. Our house
is never without a bottle of the Extract
and I can recommend it to be kept in
every home, especially where there are
children."



NOTICE—We wish to warn the pub-
lic against being imposed on by unscrup-
ulous dealers who substitute the so-
called "Strawberry Compounds" for
Dr. Fowler's.

If you want to be on the safe side ask
for DR. FOWLER'S EXTRACT
OF WILD STRAWBERRY, and
insist on getting what you
ask for.

The original is manufac-
tion only by The T. Milburn
Co., Limited, Toronto, Ont.
Price 35 cents.

Mrs. HARRY GILLILAND,
Cardinal, Ont., writes:—
"Our baby, was so very
bad with Diarrhoea that
it seemed her bowels were
fairly raw. We tried
everything we thought would help
her but failed. A neighbor advised
trying Dr. FOWLER'S EXTRACT
OF WILD STRAWBERRY. We tried it and
before the end of a week our baby was
as well as ever. We always keep
Dr. Fowler's in our home."

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MPLEMAN, MINISTER OF
NUE, WHO HAS A STIFF
HEAD IN B.C.

HAVE TO CUT SUBSIDY GIVEN TO THE PROVINCES

and Saskatchewan to
Given Control of Most
of Crown Lands.

EMENT ARRANGED

ion Will Keep Agricultural
at Not Mining and
ber Lands.

Special to The Star,
a, Aug. 11.—The announce-
which comes from Winnipeg
the lips of Hon. Arthur Sifton,
of Alberta, to the effect that
ement is in process of being
between the Dominion and the
es of Alberta and Saskatche-
which the Provinces will get
of some of the lands, is one of
st important made for many

tatement is that, "It has been
ed by Sir Wilfrid Laurier that
the Provinces are entitled to
atural resources the same as
r Provinces of the Dominion.
single exception of such land
for homestead purposes, with-
expenditure of money, which
st be retained for free home-
n connection with the immi-
policy of the Dominion."

ttitude of Government.
se who followed the long de-
ch followed the introduction
lls creating the two new Pro-
will be familiar that the plea
ward by the opponents of the
t the Provinces should be
the same position as the
rovinces and be given their
ut the attitude of the Govern-
and, and still is, that in
immigration being
ontrol, it was neces-
ominion to retain con-
ie lands. Mr. Borden took the
n, and has maintained it since,
t a plan in his Halifax plat-
August, 1907, and a feature of
it speeches in the West, and
ade a point of attack by the
n at the recent session, that
nces should get all the lands.
emler Sifton, and Borden

mittal.

Claims Self-Defence.

The magistrate referred to the ver-
dict of the coroner's jury, which
pointed strong suspicion upon Griro,
and then listened to the few words
of the detective, who was closeted in
Inspector Duncan's office while
Griro's statement was being taken
last night.

"Did Griro say he killed the other
man?" the Crown asked.

"He did," replied Detective Mitchell.

"Did he give any reason why?"

"He said that the other man pulled
a revolver first and then he shot
Sclarone in self-defence."

Upon the magistrate's prompting,
the information was repeated that the
third revolver was found under the
dead man's body, close to his hand,
and this is the weapon which Griro
claims was pulled upon him and
caused him to shoot.

To be Tried in December.

"There was a perfect arsenal," con-
tinued Mr. Corley, "dirks as well as
guns. He says it was defence."

After hearing that the defendant had
been cautioned before he made these
statements, he was sent over for trial,
and will come up in December. Be-
yond the plea of not guilty, Griro did
not speak while in the court room.
He seemed quite cool and collected in
appearance, with nothing to indicate
that the charge against him was of a
serious nature. Apparently during his
stay in the American cities he took
advantage of his opportunity to out-
fit himself in the latest style, as his
clothes were far from the kind he
would receive in his trade with the
tramp he met near Hamilton.

BOMB KILLED TWO AND INJURED FOURTEEN

Black Hand Outrage in St. Louis
Wrecked House of 20
Families.

Canadian Press Despatch.

St. Louis, August 11.—A black hand
bomb, which exploded in the crowded
Italian colony on "Dago Hill" here
early to-day, killed a man and woman,
and more or less seriously injured
fourteen other residents of a two-
storey brick building, which was com-
pletely wrecked. The placing of the
bomb followed the receipt last Friday
and Saturday of two black hand let-
ters by the owner of the building. The
letters came from Brooklyn, N.Y.,
where the owner, Tony Romano, re-
sided until seven months ago. The
explosion, which was the most de-
structive of its kind ever known in
St. Louis, occurred about one o'clock,
when the twenty families were asleep.
So great was its force that most of
the residents were thrown from their
beds into the street, or buried under
the wreckage.

Immediately after the explosion the
debris caught fire, and it was with
difficulty that the rescuers were en-
abled to take some of those injured
out of the way of the flames.

The dead are Mrs. Joseph Sardello,
and a man believed to be her husband.

The Late Sir Gilbert's Will.

Canadian Press Despatch.

London, Aug. 11.—The will of the late
Sir W. S. Gilbert, the dramatic author
and librettist, was filed for probate to-
day. The estate amounting to \$560,000, is
left to the widow.

November 30, Thanksgiving Day.

Canadian Press Despatch.

Washington, Aug. 11.—President Taft,
it was learned to-day, will designate
Thursday, November 30th, as Thank-

what similar to that of the water in
the Muskoka lake, but it is not in-
jurious—merely unpleasant."

Dr. G. G. Nasmith, the city bac-
teriologist, went out five miles into
the lake yesterday, and tested the
water there. He found the same taste
as at the intake, so it is evident that
the taste is not local.

Dr. Hastings says it is more easily
tasted in the warmer water we have
had during the past week or two, and
south winds, he thinks, have been to
blame for warm water, blowing the
surface water in toward the shore.

Is Toronto facing another water
famine? Yesterday the city swallowed
and wasted 50,142,000 gallons, which
was nearly a million more than the
day before.

"We took 5,000,000 gallons out of the
reservoir," said Waterworks Engineer
Fellowes, "and there is only 12 feet in
the reservoir now. It has dropped
seven feet in the last couple of days."

Mr. Fellowes thinks that the water is
being wasted, and he predicts that the
police may have to act again if the
citizens are not more careful.

THE COBALT SPECIAL TRAIN WAS DITCHED

The Passengers Had a Very
Narrow Escape, as the Cars
Turned Turtle.

NO ONE BADLY INJURED

The Coupling-Chain Was Drag-
ging and Caught in the
Frog of a Switch.

Canadian Press Despatch.

North Bay, Aug. 11.—The Cobalt
special train which left Toronto last
night at eight-thirty was ditched one
mile east of Utterson at two o'clock
this morning. The coupling chain be-
tween cars was dragging and caught
in the frog of a switch, derailing every
car, but the rear sleeper. Fortunately
the train was running slowly and the
injuries were scarce and not serious.

Mr. Harris, of Burk's Falls, sustain-
ed an injury to his hip.

The cars slid down a ten-foot em-
bankment and turned turtle. How the
passengers all escaped is remarkable
as the setting of the wreck all favored
a disaster.

The passengers dressed and camp-
ed beside the wrecked train. All were
in splendid humor. Bonfires were
built and coffee brewed.

A number of the passengers sus-
tained slight bruises and scratches.

CAUGHT A BURGLAR.

Hotel Proprietor Nabbed Him as He
Was Rifling Cash Register.

Special to The Star.

Chatham, Aug. 11.—John Pleasance,
proprietor of the Rankin House, of this
city, caught a burglar red-handed in
his hotel early this morning. Mr.
Pleasance heard a man walking
around in his bar. He hastily dressed
and, entering the bar, he saw the man
going through the cash register. He
grabbed him and called for assistance.
Mr. Pleasance held his man down on
the floor for an hour and a half before
the policeman came to take him away.

The Succession Duties.

The succession duties for July were
\$154,382.40. For the fiscal year ending
July, the total was \$847,253.31.

1

\$88,618,752.00-----DIVIDENDS \$40,467,741.20

Nugget

Cobalt

BAR SILVER
TO-DAY 61 $\frac{1}{4}$

Y, FEBRUARY 13 1913

13 02 13

Price 5 Cents

IS
HERE

MIRACULOUS ESCAPE OF PASSENGERS WHEN COBALT SPECIAL WAS DITCHED

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"NEVER AGAIN" SAID DONALD AFTER HIS MIDNIGHT TRIP

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Donald —, a boarder at the Alexander boarding house and a couple of his friends are alleged to have held a celebration last night that was one to many for Donald.

One of the number gave Donald a couple of drinks that made him feel very funny in the head. He became sleepy and retired about two o'clock this morning, the members of the house were awakened by a voice calling them to help him keep the wild animals from getting him. A couple of men reached the room just in time to see a form in a night dress going through a window. All rushed down stairs, but not a single sign of the man who had just departed could be found. E. Parker, who owns the place, believing that the man had suddenly gone insane organ-

ized a search party with lanterns to hunt for the departed man. They searched for him until four this morning, but could find no trace. Chief of Police Burke was called out of bed at this juncture and asked to take a hand in the hunt. But it was no use and they all gave up about six this a.m., with thoughts of later coming across his frozen body in the snow.

This morning about 6.30 the wanderer returned. He had just run a few doors to a house where he used to board and was taken in for the rest of the night and supplied with clothes.

Donald explained that he was not insane, far from it. I was just seeing things, and had the jim jams, said he. But if that's the way the stuff affects me "never again."

Broken Rail Caused Accident: Pullman Cars Upended

(Special to The Nugget)

NORTH BAY, Feb. 13.—The Cobalt Special from Toronto was wrecked this morning on the G.T.R. near Trout Creek, by a broken rail.

Fortunately the accident occurred on level ground and the cars piled up and turned turtle. The North Bay pullman was almost upside down with the trucks on top of the car. The accident happened about six o'clock and many passengers were thrown heavily from their berths to the floor, but strange to say no one was seriously hurt. Vince, McCabe, proprietor of the Pacific Hotel, North Bay, received a severe shaking up but no bones were broken. Mrs. H. J. McAuslan of North Bay was injured slightly, but not a serious injury is reported on the entire train.

The special was late and running at a good speed and the sleepy passengers were aroused with the shock and clanky jar as the cars left the rails and piled up in rock cut a few yards from a steep embankment where a similar accident would have spelled horrible scenes of carnage. The Grand Trunk sent a train from North Bay and brought the passengers here and the T. & N. O. Ry. sent a special train north.

Fifteen or more North Bay passengers had narrow escapes in the North Bay pullman which stood the brunt of the smash, being upended and broken. The North Bay passengers included Vincent McCabe, of Pacific Hotel and Mrs. H. J. McAuslan, who were slightly injured, Dan Shields, W. McDowell and H. H. Thompson.

Trout Creek is a small station on the Grand Trunk, 27 miles south of North Bay, and eight miles south of Powassan.

WRECK CAUSED CHARGE IN PLANS

REVERSES DECISION IN THIS CASE

County Judge Makes New Ruling in Matter of Tenants' Liabilities

District Judge H. D. Leask, of North Bay, has reversed his decision in the case of Nora Hossan vs. Joseph Zion, a landlord and tenant case heard by his honor last October and a decision given in favor of the landlord in January. The case came up in the division court and proved to be a case where a plate glass window in the premises occupied by Zion and leased from Hossan was accidentally broken. Following the decision of Judge Leask, Zion, through his solicitor, J. W. Mathon, applied for a new trial of this action and asked that the action be dismissed on the following amongst other grounds. "Judgment was contrary to law and the evidence and the weight of evidence." The district judge in his first decision reviewed the case at length and his decision

RESOLUTIONS FOR ASSOCIATED BOARDS

Many Deal With Northern Ontario Questions

Many and varied are the resolutions submitted to the resolution committee of the Ontario Associated Boards of Trade for consideration at the second annual meeting of the board to be held in London, Ont., on Feb. 27 and 28. Cobalt, Elk Lake, Haileybury and New Liskeard, affiliated boards with the Ontario Associated, will all send delegates to be in attendance at the annual meeting and take part in the discussion on matters relative to the north country matters that come before the board on these dates.

Thirty-one resolutions are submitted for discussion at the boards. Of this number many are relative to Northern Ontario. The Sudbury Board of Trade submits a resolution

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FIVE ARE KILLED AT PARRY SOUND IN TRAIN WRECK

Freight Train With Two Engines
Runs Into Cattle
Herd.

TRAIN IS DERAILED;
ENGINES OVERTURN

Cars Pile Up Behind With
the Force of the
Impact.

Special to The Star.
Parry Sound, July 31.—The engin-
eers of both engines of a double-
header freight train were killed with
two student firemen, and a regular
fireman, and one was injured to-day
when a heavy eastbound freight train
drawn by two engines ran into a herd
of cattle. Both engines were derailed
and overturned along with a number
of cars, which were piled up by the
impact. The accident occurred at an
early hour to-day on the G. T. R. at
Beatty's siding, about thirteen miles
east of this place.

One Name Known.

Percy Maxwell was the name of one
of the engineers, but the other names
have not been learned yet. Dr. Stone
was near the scene and was promptly
sent to the wreck. He is bringing the
injured to Parry Sound General Hos-
pital.

One Man Injured.

Details of the wreck on the G.T.R. at
Beatty's Siding this morning came in
slowly, partly owing to the reticence
of the railway officials and partly owing
to there being no telegraph operator at
Beatty's Siding. Dr. J. R. Stone, of the
Parry Sound General Hospital, who
was sent for this morning, has return-
ed, bringing with him Wm. Traverne,
one of the firemen of the wrecked
train, who was badly injured, and the
only one of the crew whose injuries
were severe enough to require hospi-
tal services.

Details Are Meagre.

Of the five who were killed only the
name of one can be ascertained. Percy
Maxwell, who has been running out of
Depot Harbor for some years and was
engineer of one of the engines, is one
of the killed. The engineer of the
other engine escaped with very little
injury. Two student firemen, one of
whom is named Batchan, an English-

(Continued on Page Seven.)

Permit For \$15,000 Residence.

The City Architect's Department
has issued a permit to Mr. Wm. Pears
for a 2 1-2 storey brick dwelling to be
erected on High Park avenue, near
Blair street. The residence will cost

been refused. The offence in connec-
tion with which he was arrested, that
of soaking steel cables with sulphuric
acid, which might have broken them
when many lives depended on them, is
regarded as too serious by the At-
torney-General's Department.

When Gamble was brought before
the Police Magistrate, Major Harper,
at Walkley on Tuesday, the case was
adjourned until next Tuesday, when he
will be brought up before Magistrate
Jephson, of Pickering Township, in
whose jurisdiction the offence was
committed. Magistrate Harper re-
fused bail to the ironworker. The way
to get bail seems to be by permission
of the Attorney-General's Department.

Cartwright Not Willing.

Deputy Attorney-General Cart-
wright, when he was asked if permis-
sion would be granted to release
Gamble on bail, said, "Decidedly not,
as far as I am concerned. The magis-

(Continued on Page 7.)

The United Typewriter Company
have recently sold their property at 7
and 9 Adelaide street east, and, it is
expected, will erect offices at their
new site, which is now a vacant lot.
In the absence of the manager, J. J.
Seltz, the definite plans of the com-
pany could not be ascertained. The lot
is 40 feet by 116 in size running back
to Victoria lane, and is considered a
good site for an office building.

The negotiations were carried on by
Copeland & Fairbairn. Because of the
tightness of the money market, real es-
tate activity has been dormant for
some time. This is the biggest deal
which has been put through for the
last few months.

Snow In Hot July.

Special to The Star.

Markdale, July 31.—Mr. and Mrs. W.
Hurst, and Mr. and Mrs. J. F. Hoy drove to
the caves and spent Sunday exploring the
innermost depths. They enjoyed the rather
unique pleasure of a snowballing contest.
There are cavities in which snow remains
during the entire year.

JOSEPH E. WILL.
United States Ambassador
whose appointment has ju-
stified.

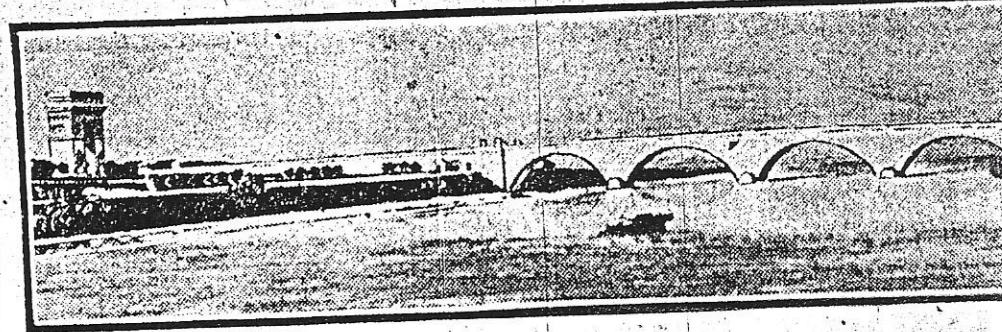
VENEZUELAN'S M

Garrison of Coro Rebels,
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Special to The

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which has not yet bee
seen.

PROPOSED INTERNATIONAL BRIDGE TO CROSS THE NIAGARA ONE HUNDRED YEARS OF PEACE BETWEEN CANADA AND THE U.S.



DESPERATE ATTEMPT IS MADE BY SIR DONALD TO SAVE LIFE

Toronto Millionaire Rushes Wounded Broker 350 Miles Through
Night in Special Train at 59 Miles an Hour, Who Had
Been Shot and Beaten on the Head.

VICTIM DIES JUST BEFORE REACHING HELP

Special to The Star.
Winnipeg, July 31.—Sir Donald Mann
to-night brought into Winnipeg
on his private car the body
of a murdered man, that of
J. E. Whelams, realty broker and
insurance agent, of Verigin, Sask., who
was shot and beaten over the head in
that town at an early hour yesterday.
James Z. Walters, general merchant,
aged 32, has been arrested.

Whelams was formerly a telegraph
operator, and Walters was recently a
J.P., but his commission had been
taken from him a few days ago. He
had become insolvent in his business.
When Whelams' condition was dis-

covered help was summoned, and doc-
tors, after laboring over him for some
time, decided to send him to Win-
nipeg, 300 miles away.

The injured man was taken to Kam-
sack, Sask., on the Canadian Northern
line, by auto, in an hour, and reached
there an hour before Sir Donald's spe-
cial train was due. Hearing of the
case, Sir Donald offered to take him to
Winnipeg, and he was placed in Sir
Donald's private car. The train aver-
aged 59 miles an hour into this city,
but Whelams died just before reach-
ing here at 7.30 last evening. An in-
quest is to be held at Kamsack, to
which point the body is to be sent.
Walters has been arrested by mounted
police, and his friends are stating he
was temporarily insane.

HARVESTING IN SWING IN

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Canadian Press
Winnipeg, July
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UP COMES BAD PAVEMENT WHICH CITY LAID IN 1911

City Will Resurface Russell Hill Road
—Barricades Are Now
Up.

Barricades have been erected by the
city to shut off traffic on Russell Hill
road during the surfacing of the im-
pervious pavement with tarva, a prepara-
tion to make the pavement more dur-
able. The pavement was laid in 1911
by the city. The part of the street un-
dergoing this improvement is from
Clarendon avenue to Poplar Plains
road.

M. J. PATTON RESIGNS FROM CONSERVATION SERVICE

Late Assistant Secretary Will Become
Treasurer of the Publishers'
Association.

Special to The Star.
Ottawa, July 31.—M. J. Patton, who
has been assistant secretary and au-
ditor of the Conservation Commission
since January, 1910, has resigned, and
in September becomes treasurer of the
Publishers' Association of Canada,
with head offices in Toronto.

Mr. Patton had complete charge of
the publicity end of the department,
and to-day the literature of the com-
mission is known from coast to coast.

Globe 13 08 01



MONTREAL-BRISTOL
R. M. & "ROYAL EDWARD"
Next Sailing August 2.

CANADIAN BROTHERHOOD EXCURSION

In connection with the
NATIONAL BROTHERHOOD CONFERENCE
BIRMINGHAM, ENGLAND

Sept. 20 to 24 Ask for leaflets how
ing sailing dates, at
tractions, etc.

For further information apply to any
shiping agent or to H. C. Hourlier, Gen-
eral Agent, 52 King street east, Toronto,
in 3764.

RAILROADS.

CANADIAN PACIFIC

SEASIDE EXCURSIONS

AUGUST 15, 16, 17, 18, 19

Amherst, N.B.	\$26.50
Charlottetown, P. E. I.	27.95
Chatham, N.B.	24.50
Digby, N.B.	26.50
Fredericton, N.B.	24.50
Halifax, N.S.	25.50
Kennebunkport, Me.	17.40
Moncton, N.B.	24.50
North Sydney, N.S.	31.00
Old Orchard, Me.	16.85
Portland, Me.	19.55
St. John's, N.B.	24.50
St. John's, N.S.	24.50
St. John's, N.S.	47.00
St. John's, N.S.	26.50
Sydney, N.S.	31.00
Truro, N.S.	26.50
Yarmouth, N.S.	26.50

Above are ROUND TRIP RATES from
Toronto. Proportionate rates from all
points in Ontario, Port Arthur, and
West.

RETURN LIMIT THURSDAY,
SEPT. 4th, 1912

HOMESICKERS' EXCURSIONS

Each Tuesday, until October 23.

WINNIPEG AND RETURN, \$35.00

EDMONTON AND RETURN, \$45.00

Other Points in proportion.

Return Limit, two months.

HOMESICKERS' TRAIN leaves Toron-

to 8.00 p.m. each Tuesday until August

20, inclusive. Best train to take.

Full particulars from any C. P. R. Agent, or write M. G. Murphy, District

Passenger Agent, Toronto.



40,000 FARM LABORERS

Wanted in Western Canada

"GOING TRIP WEST"

\$10.00 TO WINNIPEG

Plus half cent per mile from Win-

nipeg up to Macleod, Calgary or

Edmonton

"RETURN TRIP EAST"

\$15.00 FROM WINNIPEG

Plus half cent per mile from all

points east of Macleod, Calgary or

Edmonton to Winnipeg.

Aug. 15—From all stations Kingston to Renfrew inclusive and east thereof in

Ontario

Aug. 22—From Toronto and west on Grand Trunk main line to Barrie inclusive

and south thereof

Aug. 29—From Toronto and northwestern Ontario north of but not including

Grand Trunk line Toronto to Barrie, and west of Kingston, Sharbot

Lake and Renfrew, including these points

Sept. 5—From Toronto and east of North Bay, but not including Grand Trunk

line Toronto to North Bay

Oct. 12—From all stations on Grand Trunk line Toronto to North Bay inclu-

sive, and west thereof in Ontario, including C.P.R. line Sudbury to

Bault Ste Marie, Ontario, but not including Astoria and west

6. WAY SECOND-CLASS TICKETS WILL BE SOLD TO WINNIPEG ONLY

The way second-class tickets to Winnipeg only will be sold. Each ticket will

include a verification certificate, with an extension coupon. When extension

coupon has been signed at Winnipeg by a farmer showing he has engaged the

holder to work as a farm laborer, the coupon will be honored up to October 30th

for ticket at rate of one half cent per mile (minimum fifty cents) to any station

west of Winnipeg on the Canadian Pacific, Canadian Northern or Grand Trunk

Pacific Railways in Manitoba, Saskatchewan or Alberta, but not west of Ed-

monton, Calgary or Macleod, Alta.

A certificate will be issued entitling purchaser to a second-class ticket good

to return from any station on the Canadian Pacific, Canadian Northern or Grand

Trunk Pacific Railways in Alberta, Saskatchewan and Manitoba east of Macleod,

Calgary and Edmonton, to original starting point by the same route as travelled

thereon, or on an alternate route, before November 30th, 1912, on payment of one half cent

OCEAN NAVIGATION.

CANADIAN PACIFIC EMPRESSES

AND OTHER STEAMSHIPS

Lake Manitoba	Aug. 2
Empress of Britain	Aug. 7
Empress of Ireland	Aug. 21
Lake Manitoba	Sept. 2
Empress of Britain	Sept. 7
Empress of Ireland	Sept. 18
Empress of Britain	Sept. 23
Lake Manitoba	Oct. 2
Empress of Ireland	Oct. 10
Empress of Britain	Oct. 20

All particulars from Steamship Agents
or from I. E. Mackling, General Agent,
C. P. R. Building (Main Floor), 8 E
cor. King and Yonge Streets.

SINGLE FARE For CIVIC Holiday

From Toronto to all stations in On-
tario, Port Arthur, and West, also to
Buffalo and Niagara Falls, N.Y., De-
troit and Sault Ste. Marie, Mich. Good
going Aug. 2, 3, 4. Return limit, Aug.
5th, 1912.

Great Lakes Service

57 HOURS

Toronto to Win-

nipeg, leaving Tues-

days and Satur-

days. Other lux-

urious steamers

Mondays, Wednes-

days and Thurs-

days.

A SERVICE PERFECTED BY STU-

DIED EFFORT AND YEARS

OF EXPERIENCE.

STEAMSHIP EXPRESS

Leave Toronto

daily except Fri-

day and Sunday

12.45 noon, and ar-

rive shipside 5.45

p.m. Parlor cars.

First-class coaches.

EXCELLENT SERVICE

—TO—

MUSKOKA LAKES.

RAWARATHA LAKES.

POINT AU BARIL.

FRENCH AND PICKEREL RIVERS.

RIEBAU LAKES, ETC.

SUMMER TOURIST RATES NOW IN

EFFECT.

FIVE RAILWAYMEN MET INSTANT DEATH

Heavy Double-header Train
Strikes Cows on Track

BOTH ENGINES OVERTURNED

Five Cars Piled on Top of the En-
gines—Three Members of Crew
Escape With Their Lives, One Be-
ing Severely Injured.

(Special Despatch to The Globe)
Perry Sound, July 31. A serious
accident occurred at an early hour
on the G. T. R. at Beatty's siding,
about thirteen miles from this place,
resulting in the death of five men and
serious injuries to another.

The train was a fast special de-
livery train made up of two engines,
a light and a heavy one, and twenty-
two cars of flax for quick delivery to
Boston. About 2 o'clock this morn-
ing, while rounding a sharp curve,
the train struck two cows that were
lying across the track, and the light
engine, which was leading, was de-
railed and turned completely over
and around and facing the heavy en-
gine, which was also pulled off the
track and flung on its side, both in a
bush, and immediately five cars piled
up on top of the engines, breaking up
and making a fearful heap of wreck-
age.

On the two engines were eight men,
Engineer Percy Maxwell on the light
engine and Engineer Percy Crawley
on the heavy engine, and Firemen M.
M. Wilson, Fred Wm. Laverne, and
two student firemen, one named Bat-
eman and the other either Wilson or
Seven.

Of the two crews three escaped.
Laverne was badly injured, Engineer
Percy Crawley was hung clear of the
engine into the mud, and escaped
with scarcely a scratch, as did also
Fireman Price.

The dead are Engineer Percy Max-
well, Depot Master, Fireman M. M.
Wilson, Ottawa, Brakeman John
O'Neill, Renfrew, student fireman
Bateman, just taken on, student fire-
man Wilson or Seven.

The bodies of Percy Maxwell, John
O'Neill and Bateman were brought
here this afternoon and the other two
are still under the engine.

Particulars of the Men.

Engineer Maxwell was thrown clear
of the cab, and hit in the leg almost
unhurt. Price, a fireman, was also
thrown clear of the wreck and escap-
ed with some bruises. William La-
verne, a French-Canadian, was ser-
iously injured, and is now in the ho-
spital at Perry Sound, where he was
last night reported to be doing well.
In Percy Maxwell of Depot Harbor, in
charge of the leading engine, was
thrown into some brush a consider-
able distance away and killed, as were
also Brakeman M. Wilson of Ottawa,
Fireman O'Neill, Genever and Bat-
eman. Mr. John G. Holtby of 202 Per-
foria avenue, was the conductor in
charge of the freight, but was not in-
jured.

Bateman and Genever, the two stu-
dent firemen, who were killed, had
been engaged in Sheffield, Eng., by
the Grand Trunk agent there, and
started to work on June 22.

Engineer Percy Crawley, one of the
injured, is a brother of Mr. A. A.
Crawley of 17 Waverley street,
Ottawa, and is well known here.

ORANGEMEN ATTENDED A CATHOLIC PICNIC

PLEASANT FRATERNIZING FOL-
LOWED MAMMOTH

Retired Georgia Planter's Advice to Kidney Sufferers

Regarding the wonderful curative
merits of your Swamp-Root, I can-
not say too much. After suffering
severely for three years or more with
severe pains caused by weak kidneys,
I was finally induced to try Swamp-
Root through a testimonial I read in
one of the newspapers. I was in such
a condition that I was obliged to
arise from my bed six or eight times
every night. I purchased a fifty-cent
bottle and before it was used I felt
so much relief that I purchased a
one-dollar bottle, and by the time
this was taken the old pains had left
my back and I could sleep the whole
night through. I am a retired plan-
ter, 70 years of age, and owing to Dr.
Kilmer's Swamp-Root I am in the
best of health and feel like a boy. I
am always glad to recommend
Swamp-Root to those who are in
need of it.

Sincerely yours,
C. E. USSERY,
Bowersville, Ga.

Personally appeared before me, this
8th of September, 1909, C. E. USSERY,
who subscribed the above statement
and made oath that the same is true
in substance and in fact.
T. H. McLane, Notary Public.

Letter to
Dr. Kilmer & Co.,
Binghamton, N.Y.

Prove What Swamp-Root Will Do For You.

Send to Dr. Kilmer & Co., Bingham-
ton, N.Y., for booklet of valuable in-
formation, telling all about the kidneys
and bladder. When writing, be sure
and mention The Toronto Daily Globe.
Regular 15c and 41 25 size bottles for
sale at all drug stores in Canada.

DEATH OF MRS. MADDOCK.

Guelph Lady of Old Family Has Pass-
ed to Her Rest.

(Special Despatch to The Globe)
Guelph, July 31. The death of
Mrs. Maddock, which took place last
evening, will come as a shock to her
many friends. The deceased was
possessed of a very strong constitu-
tion, and enjoyed her usual good
health until a few months ago, when
she began to fail. This was undoubt-
edly intensified by the recent death of
two daughters, Mrs. Rushbrook and
Mrs. W. F. Golder.

The funeral will take place Satur-
day afternoon from her residence, A
brief service will be held at the
house, followed by one at St. George's
Church.

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LOCAL IMPROVEME

TAKE NOTICE, that the Council of the Corpora-
Toronto has constructed as Local Improvements, W
between the points mentioned:

STREET AND SECTION.

CONCRETE BRIDGE
(Cost payable in 20 annual p-
Albertus Ave. (North High Blvd.) 5 ft. E. of W. Hu
2, Plan M 253, to middle line of lot 3, Plan M

DOLANWAY PAVEN
(Cost payable in 10 annual p-
Hoselawn Ave., Yonge St. to W. limit lot 18, Plan

WATERMANS
(Cost payable in 20 annual p-
Lawrence Ave., Yonge St. to Devon Cres.
Webb Ave., W. R. Green Rd. to W. limit lot 27,
Lawrence Ave., E. limit Devon Cres. to W. limit
Ester Cres. (Dundas Cres.), W. R. Midmouth
rence Ave.

Globe 13 08 02

THE GLOBE, TORONTO, SATURDAY, AUGUST 2, 1913.

ROLLS FLYING TRAIN STRIKES HARD AUTO AT SCARBORO'

U. S. Car Containing Driver Hurled
Thirty Feet

LOST LATTER ESCAPES DEATH

Three Occupants of Car, Including
Two Women, Jump to Safety as
Train Flashes By—Automobile a
Complete Wreck.

Four occupants of a big touring
car narrowly escaped death at the
level crossing at Scarboro' village late
last night when an express train
crushed into the auto, throwing it 30
feet.

Three of the occupants jumped and
escaped. The third, the driver, H. J.
Kitchener, a salesman for the Mc-
Laughlin Auto Co., stayed with the
car and his escape was
considered miraculous as he was
thrown the full distance with it. His
injuries are a severe cut on the head
and several less serious cuts on the
arms.

Dr. Counts of Agincourt, who at-
tended, stated that his injuries were
not serious. The other three are suf-
fering from shock but have no in-
juries. All were taken back to the
city by friends. Two women and two
men were in the party and stated that
they did not know there was a cross-
ing until they were almost on it and
that they did not see the headlight
of the engine until the front wheels
of the auto were on the track. The
three jumped just in time to miss the
engine, being so close that the steam
touched them as the engine flashed
by. Mr. Kitchener was picked up out
of the auto, which is a total wreck.

BODY IS EXHUMED FOR AN INVESTIGATION

DISPUTE BETWEEN HEIRS OF
GEORGE CROMPTON AND
INSURANCE CO.

The body of the late George Crompton,
which was buried in Norway Cem-
etery on June 18 last, has been ex-
humed, and lies at the City Morgue
pending an investigation into the cause
of death.

A dispute has arisen between his
heirs and the insurance company in
which he was insured. It is under-
stood that the insurance company dis-
putes the payment of the policy on
Mr. Crompton's life until it is made
clear that he died from natural causes.

Dr. Silverthorne last night per-
formed an autopsy on the remains, and the
body will be reburied in Norway
Cemetery today.

MISSING CONDUCTOR BLAMED FOR WRECK

Parker Has Not Been Seen
Since Day of Fatality

INQUEST HELD AT MAPLE

Evidence Submitted by Witnesses
Tended to Show That Way Freight
Was Not Properly Handled—Crown
Attorney Greer Present.

The blame for the rear-end collision
on the G.T.R. near Maple last Satur-
day night, in which Fireman John
Wilson was killed, was placed last
night at the inquest at Maple by
Coroner T. H. Robinson's jury on
Conductor Parker of the way freight.
Parker was not at the inquest, al-
though the Crown had a subpoena out
for him. He has failed to make
known his whereabouts since the night
of the accident, when he mysteriously
disappeared. Neither his friends nor
the authorities have been able to
locate him at all.

From the evidence submitted last
night, Parker did not have his train
protected properly. His train, a way
freight, was standing at Maple, and
from the statements of the witnesses
was neither protected by semaphore
nor by drop fuses or torpedoes ac-
cording to the regulations of the rail-
way company. The whole trend of
the evidence showed carelessness in
the manner in which the way freight
was handled. Crown Attorney Greer
was present at the inquest.

Wilson was sitting in the caboose of
the standing way freight, when the
fast freight came crashing in behind,
splintering the caboose like so much
paper and killing him. Two others
were injured.

SIXTY LAURENCE DRAWINGS SOLD TO AMERICANS

MESSRS. SCOTT AND FOWLER OF
NEW YORK BOUGHT COLLEC-
TION EN BLOC.

(Special Cable Despatch to The Globe.)
London, Aug. 1.—The Edward gal-
lery collection of sixty drawings by
Sir Thomas Laurence was sold en
bloc to Messrs. Scott & Fowler, well-
known New York art dealers. The
exhibition of these drawings was op-
ened at the end of last April by Prince
Alexander of Teck and proved one
of the most important exhibitions of
the London season. Many of the
drawings were bought privately, but
their sale was rescinded on account
of an agreement made with the pur-
chasers to cancel the sale providing
the whole collection could be dispos-
ed of to a single purchaser.

DETECTIVES ON TRACK

Simpson's

Seventy-nine years of progress are
celebrated in the great Civic Holi-
day, a progress that has made
possible the great Store, with its
marvelous stocks and surprising



The August Sale A Special List

Dressers, in oak finish. Regularly \$7.50.
August Furniture Sale \$5.95

Dressers, in white enamel. Regularly \$17.
August Furniture Sale \$11.49

Dressers, in quartered oak. Regularly
\$25.90. August Furniture Sale \$18.68

Dressers, in mahogany. Regularly \$52.
August Furniture Sale \$38.90

Chiffoniers, in oak finish. Regularly \$7.
August Furniture Sale \$5.90

Chiffoniers, in quartered oak. Regularly
\$11. August Furniture Sale \$7.49

Chiffoniers, in mahogany. Regularly \$41.
August Furniture Sale \$30.99

Dressing Tables, in quartered oak. Regu-
larly \$12.75. August Furniture Sale \$9.85

Dressing Tables, in mahogany. Regularly
\$21. August Furniture Sale \$22.70

Bedroom Chairs, in quartered oak. Regu-
larly \$3.75. August Furniture Sale \$2.39

Bedroom Rockers, in quartered oak. Regu-
larly \$4. August Furniture Sale \$2.79

Brass Bedsteads. Regularly \$11.95. Aug-
ust Furniture Sale \$9.99

Brass Bedsteads. Regularly \$19.90. Aug-
ust Furniture Sale \$14.95

Brass Bedsteads. Regularly \$24.75. Aug-
ust Furniture Sale \$17.45

Iron Bedsteads, 4 ft. and 4 ft. 6 in. Regu-
larly \$3.20. August Furniture Sale \$2.05

Iron Bedsteads, in 3-ft. width only. Regu-
larly \$7.50. August Furniture Sale \$4.45

Iron Bedsteads, in 4-ft. width. Regularly
\$8.00. August Furniture Sale \$5.80

Mattresses, in all sta-
larly \$3.45. August Furn

Mattresses, in all sta-
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Mattresses, in all sta-
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Pillows, with down all
August Furniture Sale ..

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Dresser, in mahogam
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Dresser, in mahogam
August Furniture Sale ..

Bedstead, in mahogam
August Furniture Sale ..

Bedroom Suite of 4
maple. Regularly \$270
ture Sale

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larly \$288.00. August F

Bedroom Suite of 4
amel. Regularly \$1,500,
Sale

Bedroom Suite, of 10
Regularly \$1,500.00. Au

Bedroom Suite, in
dressing table towel r
Regularly \$500.00. A

Bedroom Suite, in m
fonier, dressing table
Regularly \$1,750.00.

A Splendid Range of the Aug

The sale stocks have been selected with a view to supplying

Days Come of Delegates are
With Open Minds

for Mr. C. A. McCool
tion to represent Temiskaming
District at the coming Dominion
convention are not at all few.
It, or in Halley,
a lively meeting
North Bay on Tuesday.
he other hand as one of
Liberals remarked this
ere may be little difficulty
selecting a candidate to
liberal banner during the
Cobalt Liberal, who is
stified with the work of
says that for the most
delegates who go to the
present Cobalt will leave
open mind, and will not
choice between Mr. Mc-
fr. A. J. Young until the
opens and the time for
reached.

man of the Liberal Asso-
Temiskaming District has
for a special train, which
Englehart on this morning
next at 5.45, so that it
Cobalt about 7.30 or so,
turn trip from North Bay
made that night after all
the convention is over.
mean that but one day will
try for the delegates to
from their business, and
will be inconsiderable.
g of Liberals of the North
held last evening for the
selecting a number of men
eligible for election as
it to-night's meeting of the
Harmony Hall, when del-
the convention will be ap-
is entitled to 31
man township to

Colored Man To French On Stage

Andrews, the eccentric
at the Lyric this week,
reat portion of his success
dility to speak French, and
appearance he convulses the
eaking portion of the au-
th his monologues in that
He is said to be the only
an in vaudeville who speaks
nd uses it as a feature of
Andrews, when he is not mak-
ny faces, tells interesting
his travels, which have
m pretty well over the globe
he twenty years he has been
g in vaudeville. One of his
as that has always pleased
iences is his imitation of
noises, hands and musical
nts on the humble harmon-
at this he has proved him-
ticularly expert.

ing broken while the harness also Red Guy 3
was badly used up. Burkholder got Little Boy 4 4 3
on his bike again and finished the Lord Monarch 5 d
heat amid the applause of all the Time 2.21.27; 3.00; 3.26
spectators. To-day the main race to be pulled-
The 2.22 class was won by Little off will be the free-for-all and this
Harry, who took the three straight promises to be the feature race of
heats, while Tommy D., a Cobalt the meet. There are several entries,
horse, driven by Billy Tripp, was a and it will be hotly contested. A
close second in the three heats. In named race also will be run.

BORDEN AND CROSBY.

(Special to The Daily Nugget.)
Halifax, Aug. 11.—R. L. Borden and
A. B. Crosby have been nominated
for the city of Halifax in the Con-
servative interest.

GRIERO IN CUSTODY.

(Special to The Daily Nugget.)
Toronto, Aug. 11.—Frank Griero,
the Italian who shot his countryman
here last Sunday, gave himself up
yesterday afternoon.

FACING A FAMINE.

(Special to The Daily Nugget.)
Liverpool, Aug. 11.—The Riot Act
was read here owing to the dock
strike. Troops have been sent from
Aldershot to London to quell the
violence. London faces a food fam-
ine.

FATAL CAR ACCIDENT.

(Special to The Daily Nugget.)
Montreal, Aug. 11.—William Stew-
art, real estate agent, was killed in
a street car accident in which sev-
eral others were injured.

COBALT SPECIAL LEFT 1913 RAILS NEAR HUNTSVILLE

Many Cobalt People on Board But Not One Injured—Only Engine and One Pullman Stayed on Track

(Special to The Daily Nugget.)
North Bay, August 11.—The Cobalt
Special, which left Toronto at 8.30
last night, was wrecked twelve miles
south of Huntsville at two o'clock
this morning, every car but the rear
pullman and the engine going into
the ditch, without one single pas-
senger being seriously injured.
The train was travelling at a good
rate of speed when a piece of iron
dropped from one of the front cars
and wedged itself in a frog, throw-
ing the train from the rails. The
baggage car, second-class car, first-
class car and two pullmans left the
rails, while the third and last pull-
man stuck to the track.
The track was torn up for fifty
feet and the ties were smashed into
kindling wood, while the coaches
were badly damaged. The day
coaches and pullmans rolled on their
side into the ditch, ten feet from the
track.

That not one serious accident hap-
pened a passenger is almost miracu-
lous. The passengers in the day
coaches were badly jarred, and a few
of them received minor injuries and
scratches. The passengers in berths
on the upper side of the pullmans
were all thrown out on top of the
passengers on the lower side of the
cars. None of them were injured.
A few women fainted from shock
and terror of the accident. Many

of the windows in the cars were
broken, especially in the day coaches,
where practically every window was
smashed. Not one of the cars took
fire after the accident, although it
was feared that this might be the
case, owing to the lighted lamps in
the day coaches at the time of the
accident. These went out, however,
and the wrecked passengers were left
in total darkness.

There were many persons on the
train, including Mr. E. B. Secord,
of The Nugget, who wires that not
one of the Cobalt passengers receiv-
ed a bruise. In fact, none of the
passengers bound for Temiskaming
were hurt in the least, unless some
of those of the day coach received
minor scratches.

Very little is known in Cobalt of
the wreck other than that contained
in the despatch received by The Nug-
get. The train was marked five hours
late this morning, but inquiries at
the Temiskaming and Northern On-
tario station revealed that there was
trouble on the Grand Trunk below
North Bay, but of what nature was
not known. Everyone naturally
thought that some freight train was
on the track blocking the line. It is
doubtful if a similar accident ever
happened in Canada before, where an
entire train was wrecked without a
single passenger receiving injuries.

SPLENDID FORTITUDE SHOWN BY PASSENGERS

In Wreck of Cobalt Special--Marvel Was That None Were Injured and That Cars Did Not Take Fire

The wreck of the Cobalt Special, 12 miles south of Huntville Friday morning, was probably the most sensational accident of the kind that has ever taken place on any railroad in Canada. The many Cobalt people are congratulating themselves more and more heartily over their great good fortune in escaping.

It seems almost incredible that five passenger cars, two of them loaded pullmans, could be hurled from the track in the manner that these cars were wrecked, and not kill scores of the passengers. Pullman No. 1 had every berth occupied, while the second pullman was almost as heavily loaded. The day coaches also had a large number of passengers, and yet not a single person was seriously injured. One complained of bruises to his side and thigh, and probably will be a trifle inconvenienced for a few days, but from the fact that he was not heard to make any complaint until the agents of the road were securing the names of the passengers, most of those that heard him rather regarded the alleged bruises as not very serious, though they may have been quite painful.

Too much cannot be said for the splendid manner in which the Grand Trunk officials treated the passengers, as soon as the wreck was known. Not a moment was lost in getting a relief train to the spot and the passengers and their baggage were taken from the scene in a comfortable train. But a short distance was traveled when the Toronto train south bound was met, and two Pullman cars were immediately placed at the disposal of the passengers that had been in the wrecked train. Consequently the passengers were brought into North Bay in just as comfortable a manner as they had left Toronto.

The engineer and conductor of the wrecked train only waited long enough after the accident to ascertain that no one had been injured, and they were away in the engine to secure relief. Almost before the passengers could believe the fact, they were back with the relief train. In the meantime the wreck and passengers were left in charge of the pullman conductor and brakeman, and these officials were courtesy and kindness itself in treating the passengers.

Mr. Casey Moran was a passenger on the train and was the first to think of securing refreshments for the large number of women and children on the train. He rushed to a nearby farm house, requesting one or two other men to assist him, and secured tea, milk, bread and the like. A wood fire was started and in a very few minutes refreshing tea was being brewed, and every woman and child had an opportunity to have food and warm drink after their

fright and shaking up. This action was a most commendable one.

Fortunately the rain, which had been quite heavy during the early part of the night, had ceased and the passengers did not have to get out scantily clad into a rain storm. It was dismal enough as it was, at best, but not nearly so "has" as it might have been.

The conduct of the passengers and train crew was simply splendid. Not a complaint was heard from a man, woman or child. One or two women fainted at the first shock, but these were quickly attended to in the pullman car, which did not leave the rails, and all the women and children soon found shelter in this car.

The splendid bravery of the women even in the first shock of the wreck was admirable. There was not a shriek or even an excited cry from first to last. The women did not show the slightest fear, and even in the first two or three minutes when the darkness in the cars was intense and no one knew what moment the might break out to endanger life among the temporarily imprisoned passengers, not a bit of panic was manifested.

There was a first eager search to find out if anybody had been injured, and as soon as this was found out, almost at once, then there was a general laugh of relief and the men began to make jokes over the affair. The porters were called in mock seriousness to come and help make the berths, and the joking manner in which the male passengers took the matter helped tremendously to relieve the minds of the women and children, and quiet any great alarm they may have felt.

There was one jolly young lady who instantly took the cue from the men and began to help along in the jokes, which had a splendid influence on all the other passengers.

It was remarkable how rapidly the passengers dressed, despite the apparently hopeless confusion brought about by the mixing up of the bedding and personal articles of wearing apparel, when the train was thrown into the ditch. There was not a berth on the upper side of the car that had been stripped clean of passengers and bedding, even to the mattresses, by the fall, and all were for a few moments mixed in a tangle in the berths on the side of the car nearest the ground. But a few minutes served to pull out the clothing, and had the wearing apparel, and men and women dressed in the darkness so rapidly that it was less than ten minutes before over two-thirds of the passengers had crawled out the doors or the windows of the upper side of the cars.

The passengers in the day coaches, who had been already dressed and

(Continued on Page Two.)

Seven Italians Are Arrested In Toronto Cobalt Liberals Name Convention Delegates

Believed by Police to be Connected With Will Have Special Train to North Bay

Black Hand Society

Tuesday Morning Next

(Special to The Daily Nugget.) Toronto, Aug. 12.—James Rapala, Joe Musolino, Jim Acceray, Ake Polesini, Salvatore Scirone, Sam Carrola, Joseph Dossini, and Mrs. Mary Clarke, housekeeper, were arrested here yesterday, all charged with vagrancy. With the arrest of the seven men and one woman the police believe they have broken up the headquarters of the Black Hand Society in Toronto, which has for months been keeping two-thirds of the Italian colony in the central part of the city in a state of terror.

As a result of information gleaned by the police, following the surrender of Frank Giero on the charge of murdering Francis C. Scario, Sergeant of Detectives, Alex Mackie, and the entire staff of detectives yesterday visited three restaurants kept by Italians in York street, and placed under arrest fourteen people, seized several dirks, letters and other articles. Of those brought to headquarters, eight were detained, and the remainder given their freedom after giving satisfactory explanations for their presence in the place.

After being examined those detained were taken to jail. They stoutly denied any connection with the Black Hand organization in Toronto, though according to information conveyed to the police, the headquarters of the organization in Toronto were located at Musolino's.

A few days ago a secret service detective from Naples, who figured prominently in the Camorrist trial in progress in Naples, recognized two alleged Black Handers, who escaped from Naples following the commencement of the trial. As soon as they got a glimpse of him, they boarded a street car and got away. A description was immediately given to the authorities.

Musolino formerly kept a restaurant at 125 Elyventh St., Niagara Falls, N.Y., recognized as the headquarters of the Camorra Society in Canada.

Beneath the counter in Musolino's restaurant the police found three stilettoes, three boxes of gun cartridges, three boxes of revolver cartridges, four files and a large amount of correspondence in Italian addressed to different individuals who frequented the place.

TORONTO WOMAN SUICIDES.

(Special to The Daily Nugget.) Toronto, Aug. 12.—Mrs. Henry Diamond suicided with carbolic acid. She left a note for her husband, saying she no longer wished to live.

ARREST STRIKING STEWARD.

(Special to The Daily Nugget.) Montreal, Aug. 12.—A number of stewards of the Allan liner Victoria were arrested for refusing to assist in putting the mail ashore at striking.

A. J. Young's Friends Boost His Candidature

Splendid Record Pointed Out as Successful

Business Man in Many Lines



Splendid Fortitude— Shown by Passengers

(Continued from page 1)

As the ship was about to start, the passengers were all gathered on the deck. The captain, Mr. J. C. A. Crawford, addressed the passengers and told them that the ship was bound for the coast of Africa. He said that the ship was a fast ship and that the passengers would have a comfortable voyage. He then told them that the ship was bound for the coast of Africa and that the passengers would have a comfortable voyage.

The great marvel was that a fire was not started at the instant of the wreck from the ignited issues of the deck and the engine. The flames were not seen until the ship had sunk. The passengers were all saved and the ship was not damaged.

Money may be a curse, but nevertheless some churches and other religious organizations make an awful effort to grab that which is lying about loose.

Money is a curse. Ah! you say so it is, but then I would rather be cured than be broke.

If you would be rich never make an unlooky investment.

If your salary is \$25 a week, live on \$7.50 and save the rest. If you live long enough you may, some day, be in comfortable circumstances.

Deny yourself everything you have a fancy for, and by so doing you will save the coin. And, then when you want to go to enjoy anything, you will be able to give a good imitation of your loose cash, of having a good time.

And Paul said to Ephraim in the back lot of "Lucky" farm. "Money is a curse, but let us grasp it and associate with it for all time, and when the curse doth pronounce it, oh, we shall be able to buy wine and song and drown our sorrows in a never-ending stream of sweetfulness."

One way of making a fortune is to select, as a wife, a daughter of a very rich old man troubled with the gout. After your marriage advice the old man to invest just a little money in Mexican securities. As the old man died, he left the money to you. After his death send your wife to live in North Cobalt. Soon she will die of excitement, and then you will have all the money to spend. This tip is given free of charge to all young men who are desirous of growing rich quickly.

From Maker to Wearer Notice of Dissolution of Partnership

NOTICE is hereby given that the partnership heretofore subsisting between the undersigned as Surveyors and Civil Engineers, has this day been dissolved by mutual consent. All debts owing to the said partnership are to be paid to Routly and Summers, and all claims against the said partnership are to be presented to the said Routly and Summers by whom the same will be settled.

DATED at Halleybury this 1st day of August, A. D. 1911.

ROUTLY, SUMMERS & MALCOLMSON.

TO MINING ENGINEERS AND SURVEYORS

E. R. WATTS & SON
OF 45 Bank St. Ottawa
have a new stock of SPECIAL MINING TRANSITS at cheaper prices than any other source in Canada.

Write Instruments Have a Population Write for particulars. We can give you immediate delivery of Transits, and every requisite for the Engineer and Surveyor.

Court of Revision

Notice is hereby given that a court of Revision to hear and determine appeals against the assessment of the Township of Coleman for the year 1911, will be held in the Council Chamber, Room 3-Opera House Block, Cobalt, on Thursday the thirty-first day of August, 1911, commencing at the hour of eleven o'clock in the forenoon.

All persons having business with the Court are hereby notified to be present.

P. J. HART, Clerk, Tp. of Coleman, Cobalt, Aug. 8, 1911. \$3-12

SALE OF ISLANDS IN GEORGIAN BAY

TENDERS will be received by the undersigned up to and including Friday 15th September, 1911, for the purchase of certain islands in the Georgian Bay between French Point and Hwy Inlet. For maps and conditions of sale apply to J. COCHRANE, Minister of Lands, Forests and Mines, Toronto, July 11th, 1911.

CROWN-RESERVE MINING COMPANY LIMITED

Divided No. 13

Notice is hereby given that a monthly dividend of 2 per cent, for the month of July 1911, and a bonus of three per cent, for the same period, making a total of five per cent, has been declared and will be payable on 15th August, 1911, to shareholders of record the 31st July, 1911.

Transfer books will not be closed. Dividend cheques will be mailed on 14th August by the Transfer Agents "The Crown Trust Company," and shareholders are requested to advise them of any change of address.

By order of the Board, JAMES COOPER, Secretary-Treasurer, Montreal, July 10th, 1911. \$2-25-\$5-12

TENDERS

Will be received by the undersigned up to August 15th, 1911, for the laying of sewer and water mains on Bay St., Cobalt, from a point near "Pond" Ave. to the T. & N. T. R. crossing according to plans and specifications prepared by Messrs. Little & Baker, Engineers.

Plans and specifications may be seen at the Engineer's office or at the Town Hall.

R. L. O'GORMAN, Town Clerk.

Physicians and Dentists

Dr. J. C. A. CRAWFORD, DENTIST, Office: 107-109 Ave. Halleybury, (Long Distance Phone 121).

Dr. E. P. ARMSTRONG, DENTIST, PHONE 121, Next Imperial Bank.

Routly & Summers

ONTARIO AND DOMINION LAND SURVEYORS, CIVIL ENGINEERS AND CONTRACTORS FOR MUNICIPAL CONSTRUCTION WORKS.

Haileybury - Porcupine

W. S. Malcolmson B.A.Sc.

MUNICIPAL ENGINEERING, Engineer for the Town of Haileybury.

Map Making and Electric Blue Printing. The entire interests of the firm of Routly, Summers and Malcolmson in map making and electric blue printing have been purchased and expert draftsmen are now employed - resurveying all maps of Mining Districts in bringing them up to date.

Room 306-7 Traders Bank Bldg., Haileybury

SURVEYS—MAPS

Code & Code Ontario Land Surveyors Engineers and Maps

Engineering, Mine and Land Surveying, Drafting, Printing by electric process and latest maps of all mining areas on hand.

HEAD OFFICE: Cobalt, GOWANDA - PORCUPINE.

E. E. BURLINGAME & CO., Assayers, Chemists, and Ore Shippers Agent, 1736 LAWRENCE STREET - DENVER, Colorado

A. D. GRIFFIN

CIVIL ENGINEER AND LAND SURVEYOR

Mining Claims Surveys in the Montreal River, Gowanda and Matachewan Districts.

Underground Surveys and Plans. OFFICE, ELK LAKE, ONT.

Montreal River Contracting Company

Will do your assessment work for a right in the right way. Estimates given for drilling, claims estimated and reported.

Write Box 50, ELK LAKE

INSURE WITH D. STEWART Ltd.

And close the avenue to future regret

Halleybury Liskeard

Porcupine and Cobalt Stocks

Orders promptly executed. I. M. WILSON & CO.

Physicians and Dentists

Dr. J. C. A. CRAWFORD, DENTIST, Office: 107-109 Ave. Halleybury, (Long Distance Phone 121).

Dr. E. P. ARMSTRONG, DENTIST, PHONE 121, Next Imperial Bank.

DR. T. W. STODDART

DENTIST, Phone No. 37, Office and Residence, Nipissing Store Block COBALT

J. A. KANE, M.D., PHYSICIAN & SURGEON

Barristers-Attorneys

W. F. MACPHEE, BARRISTER, &c., Nipissing Store Block Cobalt Ont.

J. G. SIPPRESS

B. A., R. Sc., Mining Engineer, SPECIALTY: MINE SURVEYING, Box 253 Phone 7.

Smith & Travers

Diamond Drill Contracting Company Ltd., Sudbury, Ont., Estimates Given on Application.

Buchan & Simms

STOCK BROKERS, Porcupine and Cobalt stocks dealt in Direct Private Wire to Toronto and New York.

Accountants, Mining & Real Estate Agents, Opposite Matabanick Hotel, HAILEYBURY, ONT.

PRINCE

250 Rooms, 100 Bath, American plan and upward.

European plan and upward.

SAM. H. THOMPSON

WITHOUT PREJUDICE

LOCAL & OTHERWISE

Following has been submitted for publication, by a man who earns his "so much per" by the sweat of his brow. It reads:

The man toiled in the burning street, A mug of beer he lugged, The water main was at his feet, He wanted something stronger.

I went to church recently in a strange city. A goodly crowd was there and the sermon was entitled "Money is a curse." The notorious filthy lucre was pictured in all degrading terms, imaginable and began to believe that possibly there was some truth in the statements made from the pulpit. Immediately upon the conclusion of the sermon the minister announced that the church was in debt and asked for a liberal support.

Money may be a curse, but nevertheless some churches and other religious organizations make an awful effort to grab that which is lying about loose.

Money is a curse. Ah! you say so it is, but then I would rather be cured than be broke.

If you would be rich never make an unlooky investment.

If your salary is \$25 a week, live on \$7.50 and save the rest. If you live long enough you may, some day, be in comfortable circumstances.

Deny yourself everything you have a fancy for, and by so doing you will save the coin. And, then when you want to go to enjoy anything, you will be able to give a good imitation of your loose cash, of having a good time.

And Paul said to Ephraim in the back lot of "Lucky" farm. "Money is a curse, but let us grasp it and associate with it for all time, and when the curse doth pronounce it, oh, we shall be able to buy wine and song and drown our sorrows in a never-ending stream of sweetfulness."

One way of making a fortune is to select, as a wife, a daughter of a very rich old man troubled with the gout. After your marriage advice the old man to invest just a little money in Mexican securities. As the old man died, he left the money to you. After his death send your wife to live in North Cobalt. Soon she will die of excitement, and then you will have all the money to spend. This tip is given free of charge to all young men who are desirous of growing rich quickly.

...for that property. The Boyd-Gordon probably spent as much as \$100,000 in the attempt to make a mine out of their claims. But in the light of the after events it is clear that they spent it on the wrong end of their properties.

The Boyd-Gordon had a most spectacular silver showing on the surface and was sold by Al. Boyd and his associates for a long price. The purchasing company immediately commenced to develop dragging in a plant over the iniquitous Gowgan-da road at tremendous expense. They immediately went to work on the vein, but it appeared to be merely silver plated as values soon disappeared as the shaft was sunk. The vein was strong but there was nothing of importance in it. At the 100-foot level a small shoot of high grade ore was struck, but it was merely a flash in the pan. It did, however, induce the company to continue development and the shaft was pushed

encouraging and eventually work was then the Mann, the adjoining property opened to their claim and began to develop. Their efforts were with what they found that they approached the Boyd-Gordon company for the purchase of their property. The directorate of the Boyd-Gordon had given up hope and were pleased to get anything in real cash and the deal was closed for between \$7,000 and \$8,000. The Mann developed their main vein right up to the Boyd-Gordon boundary and followed it over the line. Already the Mann has taken out enough ore to reimburse them for their purchase of the property.

On the surface above the spot where the Mann is now mining high-grade ore on the Boyd-Gordon there was a small vein giving not very encouraging assays in silver, but in comparison with the original discovery on the Boyd-Gordon, it was not at all imposing.

(By Canadian Press.)

LONDON, Feb. 14.—The House of Lords Thursday night rejected Welsh disestablishment bill by 232 to 51. Thus its fall is identical with that of the Home Rule bill. It must be passed by two succeeding sessions of the House of Commons before it can become law.

TAX COLLECTOR WILL DROP CHARGE

The case of assault against Joseph Gosselin will be dropped if Magistrate Atkinson is agreeable this afternoon, in court. Gosselin and Tax Collector Forget had a long talk this morning after which the latter stated that he would not press the charge.

...the Penn Canadian has pocket of high grade ore on end or 150-foot level which time being yielding them so returns. The vein as it is below at present is five inches but nothing will be known of length of this ore shoot. The shaft are put in and some ment has been done. As a fact it was left in the wall stone on the main vein by Cobalt Central and it is but illustration of the slap-dash of mining adopted by the company in the early days of the camp. To date the vein has run from one to five inches of ore.

It is on the fifth level, that the Penn Canadian has dug new ground and developed previously known to exist. There has been developed an sixty feet long of milling will. Average nearly six feet. Values are mainly found in from an inch to an inch and wide of 1,500 ounce ore in conglomerate. The whole fifty make excellent milling ore, but out when the keewatin is on this level much as it do. Cobalt Lake station but no has been made to do any ex outside of the conglomerate here be until more work done in the more favorable tion. On the fourth level two to four feet of milling level was opened up by the Cobalt Central but left when any went into liquidation ore body is not as long level as on the fifth or rather not been developed as far. The Cobalt Central mill running on their own ore, probably be treating Bailey month. Another car of con will probably be shipped at of the month.

WRECK OF SPECIAL CAUSED BY SPLITTING OF BADLY RUSTED RAIL

PASSENGER ON WRECKED PULLMAN TELLS OF ACCIDENT

The following is a vivid account of the wreck by a well-known Cobalt mining man, who was a passenger on the train. From this account it is evident that the wreck might have had appalling consequences had it not been for the nature of the piece of track the train was passing over at the time it was derailed.

"The train, consisting of mail car, two express cars, two coaches and three sleepers, had just rounded a curve on a low embankment and entered a small cut, when a section of rail about four feet in length crumbled beneath the wheels of the second coach, slowing the rear truck across the track—the three Pullman's immediately left the rails, also the front platform and vestibule of the first one being completely demolished by the truck, which rose on its corner, blocking the door of the sleeper, breaking the coupling, and allowing the coach still attached to the forward portion of the train, to be dragged some eighty yards farther up the track, where the brakes stopped it.

"The heavy Pullmans pushing along

the broken truck, jolted over the ties for a hundred yards, giving the occupants a bad shaking up. The rear truck of the first sleeper ran completely off the track and turned over on the bank. The last sleeper, being the rear end car on the train, went further into the ditch and wound up by falling over against the bank of the cut, which saved it from rolling down.

"Owing to the slow speed at which the train was running not one of the passengers or crew was reported injured, though had the derailling occurred a hundred yards sooner, the whole train would have rolled down a ten-foot embankment, with certainty of many casualties.

"The forward part of the train was immediately sent on to Powassan, where the passengers from the cars found shelter in the station until those in the sleepers could be transferred to additional coaches sent down from North Bay. After a delay of about five hours the train proceeded on its way, leaving the derailed coach and sleepers to be riged by the wrecking crew."

Piece of Rail Brought To Cobalt Shows Cause of Break

The miraculous escape from serious injury or death of the passengers who were on the wrecked Cobalt flyer is one of the most remarkable features of the catastrophe. As far as is known there is not a single person whose injuries are of a dangerous nature and the only fear that is entertained is that some of the passengers may have suffered internal injuries.

It was a frightened but thankful crowd of passengers which passed through Cobalt on the special train which was sent to the scene of the wreck to carry them to their destinations. Few of them had any idea that the train was wrecked, until they were awakened with a start from their sleepers and seats.

Although it is not a usual thing the last coach was the one which suffered the worst of the big train. It was pitched at an angle of about 45 degrees and hardly any of the passengers suffered injuries outside of bruises and strains.

(Continued on page 6)

NAVAL BILL PASSED BY THE HO

OTTAWA, Feb. 14.—At ten to one o'clock this morning a resolution for the introduction of the bill to vote thirty-five dollars for construction of dreadnaughts for the British Royal Navy, passed the House of Commons, 115 to 83. Seven Conservative members, Achim, Mondoo, Lamarche, Barret, Bault and Bellamere voted in opposition. Prior to the vote main resolution Alphonse sub-amendment demanding dum to the people, was defeated 122 to 75, and Laurier's amendment for two feet units of ships, built and manned and ed by Canada was defeated same vote. The seven Quebec were bolted only on the main tion.

MINISTER TELLS KENDRY

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EDITORIAL

The Trout Creek Wreck.
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NEWS OF THE NORTH

Cause of Wreck of Special.
Mann's Lucky Purchase.
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Associated Boards of Trade Meeting.
Government offers Prizes for Farmers.
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RECOMMENDS THAT FORCE BE REDUCED

Inspector Caldbick Says Porcupine Does Not Need So Many

FIREMAN IS NOT EXPECTED TO SURVIVE

(Special to The Daily Nugget.)
COCHRANE, Feb. 14.—Joseph McCann, a young T. and N. O. fireman was seriously injured when the two

price near to that of 1907. In fact the average price for 1912 was better than that of any year from 1910 to 1905 inclusive. Below are the average prices and the values imported or the more recent years.

	Exports to Far East.	Pence per oz.
1912	11,345,474	23 1-32
1911	9,855,726	24 9-16
1910	8,548,448	24 1-2
1909	8,926,715	23 1-16
1908	10,243,968	24 1-2
1907	12,753,230	30 3-16
1906	15,565,334	30 1-2
1905	8,643,405	27 1-2
1904	10,038,319	24 1-2
1903	8,051,780	24 1-2
1902	7,565,205	24 1-16

India and China with a combined population of \$50,000,000 are the most sustaining elements in the recovery of the quantity taken, accompanied by a recovery of price in 1902. The same phenomena occurred in 1902, when the lowest takings of at period occurred and prices fell to their new minimum. Last year India took a net value of \$27,592,865 of gold, against £20,942 in 1911. India alone took but 1,955,506 of silver.

SUIT TO RESCIND ORE CONTRACT

Stockholders of the Federal Mining Smelting Co. have brought suit against the directors of the company and also against the American Smelting & Refining Co., claiming that through a contract made with the American company for the sale of Federal company's ore product, latter company has lost \$1,500,000, and asking for the rescinding of the contract and an order compelling the company to account for Federal company's product. The stockholders claim that the American company bought a contract of the Federal and then elected directors who made the contract. They allege that the Federal company's mines are being worked for the benefit of the American company.

FIRE
INSURANCE THAT INSURES
Best Companies, Lowest Rates
D. Stewart
Limited
NEW LISKEARD
HAILEYBURY

W. F. MacPHIE
BARRISTER, Etc.
Nipissing Stores Block
COBALT - Ontario

F. ARMSTRONG
DENTIST
PHONE 144
Imperial Bank, Cobalt

DR. J. A. KANE
P. & S. 15th, L.F. & S. Glasgow

The Belmont property adjoining the Drummond mine. The mine is in the Kerr Lake district, and but a short distance from the Kerr Lake. The Belmont property is situated in the Kerr Lake district, and but a short distance from the Kerr Lake. The Belmont property is situated in the Kerr Lake district, and but a short distance from the Kerr Lake.

WRECK OF SPECIAL CAUSED BY SPLITTING OF RUSTED RAIL

(Continued from Page One)

and the day coaches were also badly smashed up. There was only one coach of the train, which withstood the wreck and was brought on the special made up. It was No. 1403 and the only evidence that it had been in a smash up was a broken window in the vestibule. Many humorous incidents occurred in the coaches when the people realized that there was no danger. In the Pullman, which was resting against the rock the passengers had a hard time getting out of their berths and a story is told of an Englishman with a broad accent who sitting on the edge of his berth with his chin almost buried in his knees, was greatly put out because he could not get out his shoes to put on. In the excitement, which was then at high pitch, he called out, "Powtah, Powtah, I sooty with you come here and button these blasted shoes." Of course, what the porter's answer was is not mentioned. There was one man and his wife in one of the Pullman cars but the couple escaped unharmed. A fortunate circumstance was that a doctor from Buffalo was among the passengers and according to them, he did everything possible to relieve the suffering of the few who sustained cuts and serious abrasions. What the result of the wreck might have been if the train had been thundering along at a high speed the passengers think of with a shudder. There were many things about the wreck which were described by one of the passengers as providential. If the rail had split a few hundred yards from the spot where the break was found there would no doubt have been a big death toll as some of the cars would have plunged over a steep bank. It has been ascertained beyond a doubt that the cause of the wreck was a broken rail and one of the passengers brought away a piece of it, about two feet long, which is on exhibition in the window of the Nugget office. All the passengers spoke in the highest terms of the way the crew acted and especially of the men in the Pullmans. They gave every attention they could to the terror-stricken passengers and worked hard to make it as comfortable as they could under the circumstances. The G.T.R. sent a diner out on the train which went to the relief of the stranded passengers and every person was well cared for.

PRESBYTERIANS HAVE PROGRESSED

recovery. Samuel Montague & Co., of London, express the opinion that it is no longer probable that a more marked fluctuation of was influenced by the pendency of the Chinese New Year which fell on Feb. 13, and which period is usually accounted for by quiet in Chinese business circles. In their circular, just received by mail, the firm, which has having been the agent for the Indian governments after purchases last year may be speaking with some authority, though unofficially, says:

"The cause lies deeper still, and it may be well to review the present position of silver, and consider why the favorable indications at the end of 1912 have, so far, failed to materialize.

The most feasible solution is that Indian operators have arrived at the conclusion that bull-speculation has now lost much of its raison d'être.

"The substantial character of the purchases made by the Indian Government and the comparative ease with which they have been executed with a minimum of disturbance to prices, necessarily convey an impression that the holding of silver on a large scale, or a fresh purchase for a rise, is a more speculative transaction than it was when silver was quoted at lower figures. In other words, though the indications may still be in favor of good prices, only a moderate raise is likely, if they eventuate, whilst the operator is running the risk of quite a substantial fall, should circumstances prove adverse.

"It was therefore natural that silver required in connection with the Chinese loan operations should be obtained from Indian quarters, supplies from ordinary channels undercut as a consequence.

"The reduction of speculative stock cannot fail to consolidate the market even though their realization may have, temporarily, a somewhat weakening effect. Meanwhile sellers are disposed to mark time until fresh orders revive the market."

LEGISLATURE VOTED DOWN TAX REFORM

(By Canadian Press) TORONTO, Feb. 14.—In the Legislature on Thursday the amendment to address moved by Elliott, West Middlesex, asking for tax reform, was defeated 73 to 20, there being several absentees on the government side. Proudfoot, of Centre Huron, moved an amendment that legislation should be introduced to put a stop to the treating habit. This is still under consideration and the debate will not be finally disposed of until Tuesday.

COBALT
Several more dogs were shot by the police at the pound this morning, their owners failing to supply them with a tag. After the 15th, tomorrow, all dogs found running on the streets of Cobalt tagless, will be taken to the pound and shot after 48 hours.

Gifford	.051	.051
Grant Northern	.107	.111
Green-Meehan	.01	.01
Hargraves	.084	.081
Kerr Lake	3.33	3.15
Little Nipissing	.032	.03
Nipissing	3.00	3.05
McKinley Barragh	.011	.02
Peterson Lake	1.98	2.01
Light of Way	8.80	9.05
Ophir	.11	.11
Rochester	.241	.25
Silver Lake	.08	.09
Temiskaming	.047	.051
Tretheway	.04	.041
Wellington	.401	.41
	.41	.42
	.171	.19

PORCUPINES		
Dome Extension	.081	.081
Porcupine Gold	.221	.23
West Dome	.17	.17
Hollinger	15.60	15.25
Preston	.131	.04
Pearl Lake	.53	.54
Swastika	.14	.111
Standard	.002	.01
Tisdale	.012	.02
Apex	.022	.022
Gold Reef	.031	.05
Moneta	.05	.06
Cr. Chartered	.01	.011
Foley	.221	
Jupiter	.401	.41
Imperial	.021	.03
Big Dome	18.25	
North Dome		.65
Dome Lake	2.10	

LORD HARDINGE'S STORY
The filler. Viscount Hardinge, the brother of the Viceroy of India, who is an old soldier and served with distinction during the Nile campaign, at a lecture given by him on the Delhi Durbar at the Central Y.M.C.A., London Eng., referred to a statement that he vouched for being absolutely true. He said: Whenever a Viceroy traveled in India policemen were stationed along the railway line at intervals of a hundred yards. The policemen often natives.

Ask For Nipissing Lager
NEXT TIME
for a lager me it's NIPISSING take a substitute. beer that's made at made in a truly hy manner of the b ducts obtainable
Drink the beer that's p and invigorating
NE

NURSE GIRL WANTED.—Apply to Mrs. Weeks, 97 Mary-street. 11-03

GOOD GIRL WANTED.—For general housework. Mrs. W. M. Hale, 93 Mary-street.

FOR SALE

FOR QUIET.—Brick-clad House in North Electric Light, Stable or quick sale. A bargain. G. H. at Estate. 11-09

RENT

TO LET.—A number of sheep to let on to Miss Stewart, Foxmead. 11-00

ONE 1/2 ACRES. to Rent, on Apply to F. H. Monahan, 11-09

WAGGONS FOR SALE

—One set Platform Sleighs and a Delivery Sleighs with box. AD-Mulcahy, Limited. 11-03

VICTROLA FOR SALE.—\$26.40 buys a Victrola, No. 4 and 12. New selections, latest musical geni. See it at The R. O. Smith Co., Limited, Orillia. 11-03

SAFE FOR SALE.—Taylor Safe for sale. Medium size, fire and burglar proof. Practically new, cost \$108. Quick sale price. R. Q. Smith Co., Limited, Orillia. 11-03

ENCYCLOPEDIA BARGAIN.—\$15 will buy American Encyclopedia, 25 volumes, in full leather. Good condition, original price \$75. See it at The R. O. Smith's Bookshop. 11-03

FOR SALE.—Cruiser Motor Boat suitable for inland waters, 45 feet x 10 feet x 4 feet, newly built. Two cabins with berths. Separate lavatory complete. Galley, electric lights throughout, fine deck space, handsome cabin awnings and side curtains, dinghy. Holmes 75 h.p. six cylinder four cycle engine. For particulars apply Rickey Bros., Boat Builders, 146 Carlaw avenue, Toronto. 11-03

FOR SALE.—A Cutter and a Light Pleasure Sleigh. Also strong set of Heavy Sleighs. Apply to JOHN MARTIN, R.R. No. 1, Atherley. 11-03

MISCELLANEOUS

FACTORY AND FINGERING YARNS.—Large stock, wholesale and retail. John, Hern, opposite Market. 11-02

MRS. BALKWILL, R.A.M., late of Haver-gal College, Toronto. Piano, Harmony, and Theory taught. Pupils prepared for examinations. 44 Front-street, South. 11-03

WHITE BIRCH BOLTS WANTED.—6 inches and up by 48 inches. CAN-ADA WOOD SPECIALTY Co., Orillia. 11-01

COMPANION WANTED.—For an elderly couple in small town in Huron County. Transportation paid to destination. Apply, with references, stating wages required, to DRAWER D, Victoria Harbour. 11-03

NOTES.—Have your Feather Bed made up, a sanitary ten roll mat-trass down comforter. We also buy hundreds of feathers. Drop a card to Box 686, or phone 720, Do-minion Feather Co., 16, West-street North. 11-03

MRS. MARY MICK, Weaver, War-milaw, prepared to do all kinds of Weaving, from Silk Curtains to Rag Carpets and Rugs. Will be at the World Furnishing Company's Store, to meet customers, and show samples, on the third Saturday in each month, from 1 till 3 o'clock. 11-03

CARD OF THANKS.

meeting open to the public. There will be no charge for admission, but a collection will be taken up in aid of the Club's fund for the Orillians in the 157th Battalion. Word has been received this week that the Orillia Club has held a second tea, and that it was very much appreciated by the men. The fact that the Orillians have been transferred to the 116th Battalion should not in the least affect our interest in them, nor does it affect their claim on their home town. The Methodist schoolroom should be well filled this evening, to hear Dr. Mackenzie.

TRAINS CUT OFF

To Relieve Engines and Crews For Freight

The freight congestion has become so serious that after a conference between the railways and the Railway Commission it has been decided to cut off a number of passenger trains in Ontario, in order to release the engines and crews for hauling freight. Among the number cut off are two on the Grand Trunk running through Orillia, the noon train south, and the 4.30 train from Toronto. The new schedule comes into effect on Monday. The cutting off of the latter train will mean that the afternoon papers will not reach Orillia in time for distribution on the day of publication. At any other time there would be a protest against the cutting down of the service. But the general consensus of opinion is that as a war measure, it is a sensible move. Business men have been suffering a great deal of inconvenience of late from slow delivery of freight, and the coal situation has been little short of alarming.

The only change affecting Orillia on the C.N.O.R. is that the Saturday evening train will not run in here, but will go straight through to Parry Sound, and there will be no train out on Monday morning. There is no change in the O.P.R. service.

In view of the fact that there will be no afternoon papers, Mr. Harry Courtemanche is arranging for a daily bulletin from the G.N.W. A number of citizens are "chipping" in to pay the cost.

Last evening's Toronto Star devotes a whole page to an attempt to get up an agitation against the cutting off of the afternoon train on the Northern. They are not likely to get much sympathy here. It is a bit too obviously a case of "whose ox is gored." This is one of the first real war measures in the direction of energy attempted in Canada, and it will become our people to raise a storm over the comparatively trifling inconvenience. As a matter of fact, Orillia travelling public will suffer more from being deprived of the noon train south than the afternoon train north. As Orillia has two other trains from Toronto between 9 and 9.30 p.m. (one on the Midland and one on the C.N.O.R.) it would inconvenience this town less to have the evening train on the Northern line cut off. But there is little doubt that looking at the question from the standpoint of the whole service, the G.T.R. has dropped the two trains that can best be spared.

THE WEEK AT GRAMP'S

Some Conveniences Which the Model Grocery Offers.

What so fragrant, delicious and refreshing in winter weather as a steaming cup of breakfast coffee from high grade selected beans, ground while you wait. Or a cup of electric coffee mill?

The Town Council for 1917 was sworn into office on Monday morning. The Council met again in the evening at 7.30 and much routine business was done.

The Committees this year are small, three members serving, on each as follows, the first named being chairman: Finance—E. F. Cooke, C. B. Janes and Duncan McNabb.

Parks—S. E. Carss, Neil McPhail and W. G. Thompson.

Police and Sanitation—C. B. Janes, S. E. Carss and W. G. Thompson.

Market—Duncan McNabb, S. E. Carss and John McIlvanna.

Fire Water and Light—James Doyle, W. G. Thompson and Philip McLeod.

Board of Works—Philip McLeod, John McIlvanna and James Doyle.

Civic Charity—N. McPhail, E. F. Cooke and C. B. Janes.

By-laws were passed appointing Messrs. E. A. Doolittle, Thos. G. Grant and John Hern to the Board of Health; Mr. George Blackstone to the Collegiate Institute Board; Mr. Bruce Murphy to the Public Library Board; Dr. J. A. McLean Medical Health Officer at a salary of \$240; and Messrs. W. M. Campbell and T. C. Doidge Auditors at \$70 each.

\$200 a month was voted to the Patriotic Fund and \$100 a month to the Red Cross Society. Mr. M. B. Tudhope addressed the Council for the Patriotic Committee and Mr. John Wilson asked the Council to consider the appointment of a woman, who might be called a policewoman, to help the Committee of Women look after needy cases. She might also be given the position of Truant officer and the power to see that children did not loiter on the streets at night. The Civic Charity Committee is to report at a special meeting.

Motions were passed to empower the Chairman of Finance to sign cheques in the Mayor's absence, and to enable the Town Clerk to transfer money to the school boards, and from the general funds to sinking funds, and to pay the weekly wages.

The Mayor did not make an inaugural address, but after the business welcomed the new members and expressed the hope that all would work harmoniously together. He thought expenditures should be confined to necessities. A plan should be made for permanent road work and a new fire alarm system should be considered. The Underwriters' report, which was before them, asked for improvements. The present system was not only inadequate but worn out. It had been overhauled several times recently, but was not any more efficient for it.

Deputy Reeve Doyle appreciated the words of welcome. He expected that it would take a year to become broken in, but he would endeavour to work with the other members.

Alderman McPhail said he would do all possible to work in harmony with the Council in the best interests of the town.

Alderman McIlvanna asked to be allowed to make his bow. He had been advocating better roads since he came to Orillia, but felt now that as little money should be spent as possible till after the war. Then labour would be more abundant and many men returned from the front would be glad of help. Work on the streets could be made for them. He was quite content in the meantime to wade through any amount of mud. All efforts should be confined to finishing the war.

Alderman Thompson was willing to pay his share towards better and permanent roads. A start should be made and Front-street leading to the station was a good place to begin. He favoured making a beginning this year.

Alderman Cooke, after much urging, rose to make a few remarks. He had

doors. Pumps— with a rate of gallons per 2466,000 l.m. which is eq room has, new pump pump or pu those instat pump is in be in stanc pump can- city, 2 no any water the winter Filters— total capac ions per n only equal t They shouk required ca supply for provided, el of the Pete lecting it wells, or by sedimentati house. Pump En attendance should be by day and Hydrants from 250 t should not an additior in at the ce drew-street Running that was m charged at tal gallons of the amo streams, b were disc the quant borne in n available t there was of the fal approxima second tes Imperial f ing to th Meter at consumpti test was : gallons pe streams w to 2,150, Imperial the actua gauge at First-c vice. Th 3,500 feet. PLAIN should be in use are at least has been the volur thrown o impossi zles of an LADDER date ap should b equipmen der of s firemen t top of th tile buik Hose only a to feet, inst by the S that a 2nd hose addition BRIDGE cluding, Standard fully pad ard, the populati attendan and nigh

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ENCING, figures.

e Co.

1 Taxes