



SIR WILFRID DRIVES HOME A POINT.

Another striking gesture of the Premier, who is touring Ontario, caught by a Star photographer. Sir Wilfrid is spending to-day and to-morrow in this city.

LAURIER DOES NOT MAKE HIMSELF "ONE OF THE BOYS"

Even to His Own Race He Is Dignified, "Le Grand Seigneur"—Nothing of the Demagogue—Does Not Seek to Abuse His Power Over His Countrymen.

By a Staff Correspondent.

North Bay, Sept. 26.—Up on the shore of mirror-like Lake Nipissing, in a parched and dusty field, 5,000 people clustered as closely as they could pack before a rough pine platform in the blazing heat—it was New Ontario's tribute to the Dominion's Premier.

Those of us who are wont to think of Canada as one "gray" harmonious whole—should travel with Sir Wilfrid for a few days just to see of what different elements our nascent country must be built. They are politically hostile, many of them, yet under the spell of Sir Wilfrid's voice and in his presence everything is forgotten, and Frenchman and German, Indian and white man, Roman Catholic and Protestant, follow where he leads.

A Citizen of Canada.

In North Bay Sir Wilfrid came to his own people to a greater extent than anywhere save at Sorel. What the French-Canadian thinks of Laurier needs no comment. They look on him as more than a man. Yet with all his power over them, you never see a hint of the demagogue in word or action.

"I do not present myself to you as one of your own race or tongue, but as one of yourselves, a citizen of Canada."

Le Grand Seigneur.

He is their leader, their beloved leader, but he is not "one of the boys" with them. The most fervid admirer that Sir Wilfrid has in that rough land to the north would never make the mistake of becoming familiar with him. Standing beside his carriage at the back of the speakers' platform yesterday, surrounded by a pushing, jostling crowd, almost fighting each other for a grasp of his hand, there was yet just

a little of the air of the "Grand Seigneur" about him. A wonderful smile, full of warmth and sympathy, a kinship hand grasp, just the right word in the right place, English or French, he is still himself, never for a second forgetting the high dignity of his place, the honor that is his. What he might do or say to his French-Canadian adherents could have no limit. The great majority of them would believe anything from him, but he does not say it; he has a perfect mastery over himself, even in the face of the power he holds.

A Pretty Incident.

During the course of a lengthy speech a little girl, one of those white-clad, be-ribboned little ladies who appear at every political meeting, grew tired and wandered across the platform. As she glanced shyly at him, to her amazement and wonder the great man's arms, by his side, cuddled close to him stretched out to her, and before she found herself seated in a little chair by his side, cuddled close to him by one long arm. There they sat together during that long speech, the child almost afraid to move, scarcely daring to believe that it was true, the statesman lost almost instantly in some dream, quite forgetting the little child beside him, holding her still by one arm round her neck.

The Stands Collapse.

Then when the grand stand smashed to the ground, throwing half a hundred people into heaps on the ground, Sir Wilfrid was making a triumphant progress from his carriage up the steps to his chair on the platform. When the sudden tearing sound of breaking timber brought the whole multitude to its feet. The smile was wiped from the Premier's face from the first sound.

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BRODEUR DENIES THAT STORY ABOUT DANGER OF LAURIER'S DEFEAT

Did Not Say That If Seats Were Gained in Quebec by Ten Conservative Members Laurier Would Be Beaten.

Special to The Star.
Montreal, Sept. 26.—Hon. L. P. Brodeur, Minister of Marine, this morning

MINERS BROUGHT TO A TORONTO HOSPITAL

They Were Working Alone in a Shaft at Cobalt When Dynamite Exploded.

Two badly injured miners were brought to the city from Latchford on the Cobalt Special at 3:10 this morning, suffering from the effects of an explosion of dynamite in a nearby mine.

DENSE FOG AT ISLINGTON

One Man Killed and Two Injured in Head-On Smash on C.P.R.—Passenger Train Stopped by Man Who Leaped From Running Board of Wrecked Locomotive.

The accident—Two heavy C. P. R. freight trains crash together, head on. Time—4:40 this morning.

Cause—The dense fog. Killed—James Kendall, of Chatham, fireman of C. P. R. engine No. 641, crushed under engine.

Injured—John Bell, engineer No. 648, left leg and side, not serious. Albert Eaton, fireman of engine No. 641, left eye injured, not serious.

A half dozen cars destroyed, and 50 feet of track torn up.

Rushing through the darkness of the night, with scarcely a streak of dawn yet in the east, and everything enveloped in a dense fog, a C. P. R. freight train, No. 63, coming from the west, crashed into train No. 76, which was slowly moving from the east.

Engines a Mass of Wreckage. The two powerful engines came together with a terrific crash, which lifted them both up, like rearing horses, converting them into a tangled mass of twisted iron, hissing steam, and gleaming coals.

Under this pile fireman Kendall lay, crushed between the boiler and tender of his engine, killed instantly. So badly wrecked are the engines that, although two wrecking crews have been working all morning, the body of the dead man was still pinned to the ground at eleven o'clock.

Were to Meet at Islington. The story of the accident as told by the fireman of one of the trains, is this:

"About 4:40 the special composed of 42 heavy cars, all loaded, was proceeding eastward, in charge of Engineer Eaton, and fireman Kendall. They had orders to meet the other freight at Islington, in charge of Engineer Bell and fireman Fred Woodman. In the heavy fog Engineer Eaton raised his signals, and ran past the switch where he should have stopped. The other train was already there, running at a slow rate of speed and the heavy extra, moving at thirty miles an hour, and pushed along with the powerful momentum of the freight, crashed into the engine of the second freight with terrible force."

Two Men Jumped. Bell, and Woodman jumped, when they saw the other engine suddenly loom up out of the fog, and escaped injury.

Killed Instantly. Kendall, who appears to have been on the tender of his engine, could not escape, and was pinned between the boiler and tender. He was killed instantly.

Bell, the engineer of 648, fell when he jumped, and injured his left knee and side. He was assisted to Islington station, where his injuries were attended to.

Fred Woodman, the fireman of 641, was even more fortunate. He escaped without any injury at all, landing safely on his feet.

One of the flying pieces of wood or metal struck Albert Eaton, engineer of 641, in the left eye. Apart from this he escaped without injury, also.

Accident Seen From Station. The accident was seen from the station at Islington, and word sent on at once to West Toronto. Immediately two wrecking trains were despatched to the scene.

Mr. Gilmour and Gilmour were also sent out with the relief party, to render what medical aid they could, as it was not known how many were injured, nor how serious the injuries were. Nothing could be done for Kendall, as he had the weight of both engines piling him down, but the other men were attended to at once, and later sent to West Toronto.

Several Cars Damaged. Fortunately, the second train was moving quite slowly. Consequently none of the cars of this train were injured in any way. Five or six of the cars immediately behind the "extra," however, were more or less damaged, one car of salt and lard being smashed to pieces, and the contents scattered all over the immediate vicinity.

Traffic Stopped. The track was torn up for thirty yards, and all eastbound trains were stalled. Nor could anything leave the station on the main line for the West. The wrecking crew at once set to work to lay a temporary track, so that passengers might be carried around the wreck. They laid the rails all right, but the first engine to run on them jumped, and made the situation worse than ever.

The Superintendent's Statement. Superintendent Osborne of the C.P.R. has for the benefit of the wreck as soon as word reached the Union Station. To The Star's reporter he said:

"The engine lost its bearings in the fog, and over-ran his switch. The matter will be investigated, so as to ascertain what part was to blame. The injured will be taken care of at West Toronto."

Dr. Bull of Lambton was also on the scene shortly after the accident. He is coroner for the district, and stated that

a careful inquiry will be made into the cause of the collision.

Big Crowd's Gather.

At 12:30 fireman Kendall's body was still pinned under the wreckage. There are scores of carriages and farmers' rigs lining the roads near the scene, and a big crowd of spectators.

Some idea of the force of the impact can be gained by the fact that one of the brakemen on the extra was thrown from the top of a car clean over the fence, a distance of from 20 to 40 feet. He fell on a pile of sand, and was only badly shaken up.

Another Engine Off Rails.

Engine 1100 was run over the temporary track around the wreck. The tracks turned over with the weight, and the wheels of the heavy engine sank into the soft soil. Passengers are being transferred from the trains.

The passengers from Toronto going West will be taken to Detroit on the train which has just come from that city, while the train which left Toronto this morning will return with the Detroit passengers.

A Narrow Escape.

Fred Woodward, fireman of engine 684, had a very narrow escape. He was suffering from a headache early in the morning, and going out on the running board, seated himself on a pile of his engine. He caught a glimpse of the approaching engine in time, and sprang from the pile into the ditch at the side.

Stopped Train in Time.

He escaped with a bad shaking up, and going back to the wreck, secured a flag, and succeeded in stopping No. 62, a passenger train from Toronto, which was in danger of crashing into the wreckage.

Railwaymen on the scene say that the signal lamps on the switch are easily seen in the dense fog, but that they were completely blotted out by the dense fog.

Former Wreck Recalled.

There is a peculiar coincidence in connection with the accident. It is just five years ago that a similar crash occurred on the same spot, the 42 ton, being caused by the fog. In this case, also, a man was killed.

Albert Eaton, engineer of 641, was taken to his home on Wiloughby avenue, West Toronto.

SMOKE CONDITIONS WORSE ON RIVER

Mails are Delayed and For First Time More Than 24 Hours are Lost by Vessels.

Special to The Star.

Montreal, Sept. 26.—To-day at noon the Allan Line turbine Virgilian, which should have sailed at daylight yesterday, was still tied to her dock in the Montreal harbor, with very little prospect of her getting away from Montreal before Sunday morning. Reports from points along the river this morning are that conditions from the smoke are worse than ever, and that it is absolutely impossible to navigate the narrow waters of the channel. The Virginian should have taken the mails on at Rimouski at 9 a.m. to-day and now cannot reach that point till Monday.

It is said to be the first time a Canadian mail steamer has been delayed for more than 24 hours during the summer season. As the weather is unseasonably hot the passengers on the Virginian are having anything but a comfortable time, and many of the Montrealers finding the heat so oppressive have returned to their homes, and have arranged to be phoned in case the steamer may be able to sail.

The SS. Montezuma, S.S. Caladon, which sailed from Montreal on Thursday, are at anchor near Sorel.

BOIL THE WATER.

Medical Health Department Says You'd Better Do It.

According to the City Analyst's report to the Medical Health Department, the city water again contains more coliforme than is good for the human system. Mr. Robert Wilson, Chief Sanitary Inspector, said this morning it would be just as well for citizens to boil all the city water used for drinking purposes.

OFF TO KEW GARDENS.

Mayor Oliver, Controllers, and Civic Officials on a Saturday Morning Trip.

Mayor Oliver, the controllers, and various civic officials went east in a couple of automobiles this morning to inspect the Kew Gardens property, and look over the Park Commissioner's plans for turning the property into "Kew Beach Park." The party will also have a peep at Austin avenue, where dissatisfied ratepayers are complaining about their pavement.



THE JEWISH NEW YEAR IN A Group of Jews Wearing the P

A DAY OF PRAYER AMONG THE JEWS

Toronto Hebrews are Keeping the New Year in the Synagogues To-day.

ALL WEAR PRAYER SHAWLS

Services Continue Until Sundown—A Visit to a Synagogue.

Starting at 6:30 this morning and continuing till 12:30, without intermission, to be resumed this afternoon, and continuing for upwards of three hours, till sundown, the Hebrew people of Toronto are celebrating their New Year festival. All places of business are closed, no amusements are indulged in, and for two days the orthodox Jews the world over will spend the time in practically continued prayer.

This morning the newspaper man paid a visit to the synagogue on McCaul street to see in what the religious ceremonies consisted. Following the usual custom, when he entered the door he removed his hat, but was immediately requested to put it on again. He explained he was a Christian, but was told it made no difference, if he wished to remain he had to wear his hat.

The edifice was about half full, but every minute new arrivals added to the number within.

Garbed in Prayer Shawl. Nearly all were garbed in the prayer shawl, or tallis, as it is called in Hebrew. The shawl consists of a white piece of cloth, with about half a dozen black stripes along the edge. Some were ornate with gold and silver, others were frayed and had evidently seen years of service, others were new. It was explained in making the tallis showed no caste. The old idea to which many still cling is that the tallis should be made of wool, but as a matter of fact many of the young men wear linen and even silk ones.

No Curses Recognised.

The congregation was composed of all classes of Jews. It matters not what business one is in, no distinction is maintained. The successful business man in silk hat and frock coat, with man in a white shirt and a mat-frog of style to many of the young men wore linen and even silk ones.

And in Prayer. The rabbi entered at a solemn moment, when one of Rabbi Kaplan's assistants was invoking the blessing of God for the congregation. He chanted the special prayers in a low voice, and the congregation joined in. Every one was deeply affected, so much so that some were crying, and some were choked with tears, and he was forced to rest. In the balcony nearly every woman was crying and handkerchiefs were in continual use. The man as a body were not so affected, but some of them, too, were seen to shed tears.

The Holy Scrolls.

During this part of the ceremony the cupboard-like structure, where the Holy Scrolls are kept, was opened, and when the prayer was concluded, the

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