

FINANCIAL.

BANK OF HAMILTON.

CANAL DISASTER 1/4

HS 31 AUG 1891

**THE TRADERS BANK OF CANADA.**

(Incorporated by Act of Parliament)

Authorized Capital.....\$1,000,000  
Paid-Up Capital.....\$250,000

HAMILTON BRANCH, COR. KING AND HURON  
STREETS.

**SAVINGS BANK DEPARTMENT.**

Sums of \$1 and upwards received on deposit in this department and interest allowed at the rate of 4 per cent per annum from date of deposit to date of withdrawal and compounded half yearly.

Deposit Receipt Department.—Special arrangements can be made for large sums left on deposit for stated periods.

A general banking business transacted.  
Drafts bought and sold in all parts of Canada, United States and Great Britain.

STUART STRATHE, Manager.

N.B.—Open every Saturday Evening from 7 to 9 to receive deposits.

**BIRTH.**

LANAWAY—On Aug. 26, at Flamboro House West Flamboro, the wife of E. E. Lanaway, of a daughter.

**HELP WANTED.**

**WANTED—AN OPERATOR & HUNTER**  
east.

**WANTED—A GENERAL SERVANT 120**  
George street.

**WANTED—GOOD GENERAL SERVANT.**  
115 Hunter street east.

**WANTED—GOOD GENERAL SERVANT.**  
21 Victoria ave. south.

**WANTED—A GOOD GENERAL SERVANT.**  
Miss J. H. Somerville, 100 Bay st. south.

**WANTED—GOOD GENERAL SERVANT:**  
V.V. small family: good wages. 124 East ave. south.

**WANTED—COOK, KITCHEN GIRL, DINING**  
hall girl, hall girl and door girl. Ladies' College.

**WANTED—IMMEDIATELY, AN EXPERIENCED**  
cook and landress. Apply at the City Hospital.

**WANTED—TAILORRESS, HANDSEWER**  
apprentice to learn to work on coats; good wages. Apply 25 Hunter east.

**WANTED—A SALESMAN FOR GROCERY**  
store; one accustomed to bookkeeping preferred; state salary wanted. Apply Box 33, Spectator office.

**WANTED—FOR A GENERAL STORE IN**  
County of Lambton, a first-class hand. Apply stating experience, references and salary wanted, to Dr. W. H. Hamilton.

**WANTED—GOOD RELIABLE MEN AS**  
agents; good thing for the right man. Apply Messrs Grayson Portraits Co., 35 James street.

## TO THE BOTTOM OF THE CANAL

### A FREIGHT TRAIN PLUNGED DOWN LAST NIGHT.

Two Lives Lost—The Engine and Nine Cars Fled in the Canal—The Body of the Fireman Found To-Day—The Inquest—Navigation Not Interrupted.

Shortly before midnight a very serious railway accident occurred at the canal on the beach, involving the loss of two lives, much damage to rolling stock, and nearly blocking navigation through the waterway. At 11:45 a heavy train of coal cars reached the canal going north before the bridge was closed, and leaped into the dark waters beneath, where nine cars and an engine were swallowed up, leaving just the top of the wreck exposed above the surface. The engineer jumped and escaped uninjured, but a fireman and a brakeman perished.

**Details of the Wreck.**

On Sunday afternoon a train of twenty-three coal cars left Fort Erie for Toronto, drawn by engine 259. Conductor Campbell was in charge, and Engineer Wm. Hall was on the engine with Fireman W. J. Crouch. The train took the short cut across the beach from Stony Creek, instead of coming around the end of the bay. The night was dark and a gale was blowing from the east, causing the waves to thunder along the beach. Engineer Hall had been along there before but he seems to have got mixed with the lights and the noise and darkness. There is a heavy grade northward towards the bridge, and he ran up at a high rate of speed, not being aware apparently that the canal was open to receive him. There is a very stringent rule that every train must come to a stop before reaching the bridge, but Hall says he did not think he was so near the canal until it was too late to do anything. Then he shouted to his fireman and jumped.

**An Awful Plunge.**

Engineer Armstrong, who operates the bridge, had heard the train approaching, and was just preparing to close the bridge when, to his horror, he heard the train come thundering on towards the open chasm. "It was all over in an instant," said Armstrong. With a tremendous plunge the great engine shot over the brink and disappeared beneath the black water. The cars went tumbling after it, crash after crash, the lights were extinguished, and a terrible silence followed. For a few moments the few men who rushed to the scene were paralyzed by the occurrence, not knowing in the storm and darkness what to do. Then the cries of a drowning man were heard in the canal as if the swimmer was being swept along by the

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**WANTED—GOOD GENERAL SERVANT:**  
small family: good wages. 121 East ave.  
south.

**WANTED—COOK, KITCHEN GIRL, DINING**  
hall girl, hall girl and door girl. Ladies'  
College.

**WANTED—IMMEDIATELY, AN EXPER-**  
ienced cook and housemaid. Apply at the  
City Hospital.

**WANTED—TAILOR/SEWERS HANDSEWERS**  
apprentices to learn to work on coats; good  
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Apply stating experience, references and salary  
wanted, to Dr. W. H. Hamilton.

**WANTED—GOOD RELIABLE MEN AS**  
agents: good thing for the right men. Ap-  
ply Niagara Cayuga Portait Co., 31 James street  
north, or communicate Niagara Falls South.

**WANTED—CONFECTIONER FOR GUM**  
and Marsh Malloy department; steady  
employment. Apply at The Toronto Biscuit and  
Confectionery Co., 7 Front street east, Toronto.

**SITUATION WANTED.**

**ADVERTISEMENT UNDER THIS HEAD**  
one cent per word each insertion.

**MISCELLANEOUS WANTS.**

**WANTED BY SEPT. 4, A NICE, AIRY**  
clean room. Mrs. Fenn, 220 Catherine st.  
south.

**WANTED—ALL KINDS OF CAST-OFF**  
clothing, carpets. Orders promptly attended to  
and the highest prices paid. Mrs. M. Wilson  
21 John street south. Established 1887.

**WANTED—EVERYBODY TO KNOW THAT**  
Wolf's bankrupt store, 43 John street south,  
has removed to 127 James north. Highest prices  
paid for cast-off clothing etc. Orders promptly  
attended to.

**WANTED—ALL KINDS OF CAST-OFF**  
clothing, carpets. Will pay for anything  
of to 25. Highest prices paid for children's  
clothes. Orders promptly attended to. Mrs.  
BLUMENFELD, 43 John street south.

**FOR SALE.**

**ADVERTISEMENT UNDER THIS HEAD**  
one cent per word each insertion.

**FOR SALE—GARANQUE BUGGIES GLAD-**  
stone, phaetons and carriages at 125 John street  
south.

**FOR SALE—FIRST CLASS COAL AND TO-**  
bacco business: grand stand. Address Box  
7, Spectator office.

**TWO SECOND HAND HOT AIR FURNACES**  
with pipes and registers for sale cheap. Ap-  
ply Spectator office.

**FOR SALE—WINDMILL SAFE, EIGHT**  
months in use. Apply at Mac's Shoe  
store, 21 James north.

**FOR SALE—LARGE TAYLOR MAKE**  
piano 220. Thomas D. Greening & Co.,  
Highway street south.

**FOR SALE—REFRIGERATOR NEW**  
big machine and many other household  
articles. 27 Robert street.

**FOR SALE—GALLERY PHOTO PRESS: IN**  
use only a short time: will be sold at a low  
price. Apply at this office.

**FOR SALE—FIRST CLASS BUNNY CENTS**  
near Queen, Hamilton, Toronto, Ottawa.

**An Awful Plunge.**

Engineer Armstrong, who operates the  
bridge, had heard the train approaching,  
and was just preparing to close the bridge  
when, to his horror, he heard the train come  
thundering on towards the open chasm.  
"It was all over in a instant," said Arm-  
strong. With a tremendous plunge the  
great engine shot over the brink and disap-  
peared beneath the black water. The cars  
went tumbling after it, crash after crash,  
the lights were extinguished, and a terrible  
silence followed. For a few mo-  
ments the few men who rushed to  
the scene were paralyzed by the  
occurrence, not knowing in the storm and  
darkness what to do. Then the cries of a  
drowning man were heard in the canal as if  
the swimmer was being swept along by the  
current towards the bay. Capt. Campbell  
got out his boat as quickly as possible and  
rowed towards the spot, but the unfortunate  
man had sunk. The captain searched along  
the side of the pier to see if he might not  
be hanging to the chains, but nothing more  
was heard after that one despairing cry.

**Two Trainmen Drowned.**

When the train crew got together it was  
found that the fireman and a brakeman  
named Robert Shaw were missing. The  
fireman probably jumped into the canal,  
for it was his cries that were heard, and  
this morning his body was found about  
fifty feet from the ferry, where he had  
sunk. The brakeman was on the cars, and  
it is thought his body is under the wreck-  
age. Both men come from Point Edward,  
as do all the rest of the crew. Shaw is a  
married man, and his friends live near  
Dorchester. Crouch was single.

On the news of the disaster being tele-  
phoned to the city, wrecking train with a  
gang of men under Pat Nelson was sent.  
Superintendent Stiff, Mr. Wallace and  
other officials accompanied. When a Spec-  
tator reporter arrived on the scene there  
was comparatively little wreckage to be  
seen. A coal car hung suspended over the  
brink of the canal, and in the water beneath  
a few mounds of coal and wreckage were  
visible above the surface. The engine went  
down completely out of sight, and then the  
cars popped over on top of it, one after the  
other, until the wreck was piled as high as  
the surface of the water, which is about  
twenty feet deep at that point. The train  
must have been running at a high rate  
of speed, for its momentum carried  
the cars nearly across the canal. Luckily,  
however, there remains an open space be-  
tween the wreck and the north pier wide  
enough for the steamers to pass if they feel  
their way carefully.

**Clearing the Wreck.**

By 2 a.m. a large gang of workmen with  
flaming torches were hard at work clearing

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**FOR SALE CHEAP—REFRIGERATOR** SKW-  
ing machines and many other household  
articles. 27 Robert street.

**FOR SALE—GALLERY PROOF PRESS**; IN  
use only a short time; will be sold at a bar-  
gain. Apply at this office.

**FOR SALE—FRUIT JARS** NINETY CENTS  
per dozen. Hamilton Bazaar Company,  
twenty-five King west.

**FOR SALE—SIX POUNDS GRANULATED**,  
cocoa yellow, eight brown sugar for a quar-  
ter. Hamilton Tea Company.

**FOR SALE—ON TO LET—BOACH'S HOTEL**  
at Grand Trunk station. Licenses, liquors,  
etc. This is one of the most respectable hotels  
in the city; has been managed by A. P. Boach  
for a period of 15 years; will be sold cheap or  
rented. Apply to A. P. Boach, on the premises.

#### TO LET.

**PIANOS TO RENT—2 WALNUT STREET**

**TO LET—AN UNFURNISHED ROOM** 115  
Young street. Call after 7 in the evening.

**TO LET FOR SALE BOARDING AND**  
early closing cards for sale at Spectator  
office.

**TO LET—A FURNISHED ROOM IN GOOD**  
locality, with or without board. Box 35,  
Spectator office.

**PIANOS TO RENT—A GOOD AMERICAN**  
piano for beginners, price \$45 cash. Ad-  
dress 41 Emerald street north.

**RENT OR SELL—TERMS TO SUITE** 153  
King west, twelve rooms; modern improve-  
ments, furnace, etc. J. C. White, 265 King east.

**TO LET—IN CATHARINE STREET NORTH**,  
an 8-roomed house with all modern con-  
veniences. Rent \$15 a month. Apply at 19 Kelly  
street.

**TWO NICELY FURNISHED ROOMS** WITH-  
in ten minutes' walk of corner King and  
James streets, wanted with board by a gentle-  
man. Apply Box 31, Spectator office.

#### MISCELLANEOUS.

**PIANO LESSONS BY AN EXPERIENCED**  
teacher. 65 for 10 lessons. Banjo and guitar  
lessons. Box 12, Spectator office.

**A GREAT SLAUGHTER AT PAYNE &**  
Kelly's wood yard, 126 Cannon street east.  
Summer wood only \$4 per cord. Call and give  
it a trial. Telephone 664.

**NO MORE ASKED OR TAKEN AT**  
this office for best sets of teeth. No bet-  
ter made, no matter how much you pay. Ex-  
tracting \$10, vitalized air or gas \$50. No charge  
for gas when sets are to be made. Silver filling  
\$10 up, gold \$1 up. Knight, Dentist, cor. King  
and Mary streets (Copp's Block), Hamilton.

#### PERSONAL.

**ARE YOU DEAF OR DO YOU SUFFER**  
from noises in the head? Then send 3-cent  
stamp and I will send a valuable treatise con-  
taining full particulars for home cure which  
costs comparatively nothing. A splendid work  
on deafness and the ear. Address Prof. G. Chase,  
Montreal.

#### BOARDING.

**GENTLEMEN CAN HAVE WELL FOR-**  
nished rooms with breakfast if preferred by  
applying at 29 Caroline street south.

#### HOUSE WANTED.

**WANTED TO RENT—A MODERN BRICK**  
house, 10 rooms, southeast part of city.  
Address Box 4, Spectator.

**WANTED TO RENT—FURNISHED HOUSE**  
for May next, either at Burlington, Dun-  
can or in city, for family of three. Apply Box 12,  
Spectator office.

#### LOST—FOUND.

**LOST—A LADY'S HEAVY GOLD CHAIN ON**  
Saturday afternoon near market of city.  
Finder will be rewarded by returning to 225 Car-  
oline street.

however, there remains an open space be-  
tween the wreck and the north pier wide  
enough for the steamers to pass if they feel  
their way carefully.

#### Clearing the Wreck.

By 2 a.m. a large gang of workmen with  
flaring torches were hard at work clearing  
the approach to the bridge and they pre-  
sented a weird and picturesque appearance  
as they flitted about, their smoking torches  
dimly illuminating the dark waters beneath  
and the ominous, silent mounds of wreck-  
age showing above its surface. Jacks were  
put under the end of the car that was  
partly over the side of the canal and  
after an hour's work the engines pulled  
it up on the track again. While pulling out  
the wreck there was nearly another acci-  
dent. The engines were getting in a jerk  
on the wreck when a coupling link broke  
and the heavy iron went hurtling through  
the air with awful velocity, just passing  
over the heads of a gang of workmen and  
spectators and fell far out in the canal. If  
it had gone into the crowd several would  
have been killed.

After pulling the overhanging car on the  
track it was found that the rails were all  
right and the bridge was swung into posi-  
tion, making the road open for traffic  
again by five o'clock. The most of  
the wreckage is still in the canal  
and it will be a big task clearing it out.  
Sept. Stiff is going to send to Kingston for  
a marine wrecking outfit and a steam der-  
ricker. The coal will have to be dredged up  
and lightered, and the heavy engine lifted  
on to a flat boat with the derrick. The cars  
that went down are smashed to pieces and  
some of the car boxes floated away.

#### Who Is To Blame?

There will probably be an inquest on the  
bodies of the killed, in order to find who is  
responsible. The bridge-tender is exoner-  
ated from any blame in the matter, as every  
train is ordered to stop before reaching the  
bridge, and wait until signalled to come on.  
There is a semaphore at the bridge head  
and it showed a red light. In explanation  
of his conduct Engineer Hall said: "I had  
a heavy train and I took a run at the grade.  
Not being very familiar with the road I  
did not think I was so near the bridge until  
I was right up to it. On most other bridges  
there are two semaphores, one some dis-  
tance back and the other at the bridge. I  
thought this was the first one, but found  
when too late, that there was  
only one. I whistled for brakes,  
but the train had too much headway and  
could not be stopped. Then I told my fire-  
man to jump, and jumped myself."

#### Notes.

The Modjeska made her usual trip to-day  
and got past the wreck without trouble.

Capt. Campbell found a book of rules  
floating near the wreck. It bore the name  
of W. R. Holmes, Point Edward.

The Grand Trunk have barges in the  
canal unloading the coal from some of the  
cars that have remained intact in the  
water.

The cause of the accident is ascribed to  
the fact that the men were not familiar

—This is a poor day  
picnic. The excursion  
by the Sons of England  
not well patronized.  
all the excursionists.

—Chairman Hancock  
mittes, wants to get a  
men to work on the no-  
as possible, so as to ex-  
for that purpose. The  
piece.

—Yesterday Ald.  
street south, was enter-  
cents in copper and  
stolen. The thief got  
store, where the hole  
coal was left open.

—Mrs. L. Kramer  
living at 423 King W.  
a paralytic stroke yest-  
left her in a precarious  
and one entire side; it  
cannot take nourishment.

—Wm. Smith was  
at the beach this morn-  
when it took fright  
canal. Young Smith  
and, getting hold of  
the horse until it swa-  
slip and got out.

—The Roman Cath.  
resumed work to-day  
teachers and a large  
In the Christian Br.  
old Episcopal palace,  
new class in classics.  
Father Clarkson, and  
school a class in short  
has been opened.

—The first annual  
branch of the Sons  
Saturday at Ainslie  
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thoroughly. There  
ing races, jumping con-  
other amusements,  
were entertained at  
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#### No Frost in

Toronto, Ont., Au-  
despatch from Lyn-  
tendent of the G.N.V.  
ceived this morning.

Winnipeg, Man., A-  
this morning with a  
No frost Saturday or

#### Mr. Morin

J. Morin has go-  
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—The Canada Bu-  
building, has been re-  
furnished through-  
It resumes on Tues-  
accommodations for  
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31/8/91

# Hamilton

HAMILTON, CANADA, MONDAY

## THE CANAL DROPPED DOWN

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with the road, having only been over it once before.

N. Dixon and George Plante, of the Bell telephone company, who are camping at the beach were on the pier and saw the train go over.

The body of Fireman Crouch had a bad wound on the head when found, showing that he had been injured by the wreck before being drowned.

Soon after daylight dragging was commenced for the body of the man whose cries were heard near the ferry. About nine o'clock a body, identified as that of Fireman Crouch, was found.

This is the first accident that has occurred since the bridge over the canal was built. Trains are required on a penalty of \$400 to stop before going on the bridge. Several years ago a train ran over the bridge without stopping and the bridge tender failed to report it. The authorities got wind of the affair and discharged all the bridge employees.

### The Inquest.

Dr. Woolverton will hold an inquest on the bodies. A jury has been empanelled and will go down to view the body of Crouch this afternoon at four o'clock. The jurors are: C. A. Calkins, H. W. Searle, W. H. Ryckman, W. A. Logan, B. A. Arthur, Thomas Allan, Wm. McKay, Jas. Dixon, J. G. Weir, W. G. Rath, Gen. D. Barr, John J. Watt, N. B. Robinson, J. G. Davis.

## POWERFUL ELOQUENCE

Lawyer Stanton's Oration Broke Glass in the Ceiling of the Court House.

It is a common saying that orators "bring down the house" by the force of their eloquence, but the phrase is never taken literally. There was, however, a practical illustration at the court house this morning of the dynamic force of oratory. Barrister Geo. L. Stanton, was making an impassioned appeal to Judge Muir on behalf of Larcenist Callahan. "I am able," said Mr. Stanton, "to bring evidence that will appeal to your honor's tender and compassionate

## JOHN C.

## HE GETS PROVING

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CANAL DISASTER 4/4  
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## INVESTIGATING THE WRECK

### HUNDREDS OF PEOPLE AT THE BEACH YESTERDAY.

An Inquest Opened By Coroner Woolverton—The Body of Brakeman Shaw Sent Home to Point Edward—The Operations of a Professional Diver.

Hundreds of people went to the beach yesterday to view the scene of the railway wreck. All they could see were the tops of some of the submerged cars, and they stared at these for hours together. Along towards five o'clock, however, there was something to see that was worth looking at. A diver, with a diving suit and apparatus, borrowed from the Toronto waterworks, arrived from Toronto and set to work to go down among the wreck. His name is A. Coghill. He is a short, determined-looking, middle-aged man, with a sandy beard. He donned his ugly-looking suit, and, transformed to all appearance into a portentous marine monster, he sank out of sight under the water of the canal. For twenty minutes he remained down there, and then came up without having discovered much. He found the engine, which was at the very bottom, with a great mass of wreckage and coal lying on it. He could find no trace of the body of poor Fireman Crouch, which is no doubt buried under the debris. The diver said it was so dark that he could hardly see at all, and that he would go down again this morning, when it would be brighter.

#### The Body Identified.

It was not the body of Fireman Crouch, as was supposed, that was found in the canal, but that of Brakeman Robert Shaw. It lay all day in a little room at the end of the Ocean house billiard room, and was identified in the afternoon by the dead man's brother, William Shaw, of Dorchester. Robert Shaw must have been a fine-looking man—tall and muscular, and with a strong and handsome face. He must have been hurt in the neck before he drowned, for the head is badly cut and battered and blood flowed freely from the wounds. After it had been viewed by the coroner's jury the body was handed over to Undertaker Blackford, who placed it in a neat casket and brought it to the city early last evening. Last night it was embalmed, and was sent by the 2:35 train this morning to Point Edward, where Shaw lived.

#### The Inquest Opened.

Coroner Dr. Woolverton and the coroner's

to blame the company for negligence for not supplying what has until now been deemed unnecessary. The engineer is blamed for not slowing up his train more promptly when he saw the danger signal out. But the engineer says he did all in his power to stop the train by whistling for brakes, and by reversing his engine, and his statement is corroborated by the conductor and trainmen. The engineer says also that when he whistled for brakes Fireman Crouch climbed over the tender and applied the brakes on several of the cars nearest the engine. The brakemen are blamed for not responding more promptly to the call for brakes; but it is said that they are all comparatively green hands and slow in moving—all but poor Shaw, and he cannot speak for himself. The bridge-tender is blamed for not heeding the whistle of the approaching train and swinging the bridge with more alacrity; but it can be said in his defense that the danger signal was out, and he had good reason to feel sure, both by strict rule, and by experience, that there was no danger of any train passing the red light. Nothing can be said in defense of fate.

Last night Capt. Campbell took precautions to guard against accidents from the presence of the wreck in the canal. He placed a man with a red light on each end of the pier to warn approaching vessels, and he set out a bright light and a red light on the wreck.

#### Brief Local Items.

—Grimsby canal has closed for the season.

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has obtained a month's leave, and will visit friends in Denver, Col.

—Yesterday a sneak-thief entered the residence of Mrs. Bertha Oberland, Homewood avenue, and stole \$55.

—James Mahoney, a laborer living at 22 Macaulay street, fell off the gravel train yesterday and was badly injured.

—The sale of seats for the performance of the musical comedy, Two Old Crones, at the Grand to-morrow evening has commenced.

—J. D. Climie left last evening for the

## THE FATE OF SADIE LAVELLE

### A BAD STORY OF BETRAYAL AND PREMATURE DEATH.

A Remarkable Young Hamilton Girl Dies in Toronto Under Suspicious Circumstances—A Sensational Story in the Globe, Which is Decried By the Girl's Friends.

Toronto Globe: A young woman named Sadie Lavelle died at 118 Toranlay street at 7:30 o'clock Sunday morning, and a doctor's certificate was given to the effect that she had died early in the morning probably from typhoid fever with severe brain symptoms. Information, however, came to hand that there were unusual if not suspicious circumstances connected with the case, and an investigation was made which disclosed the following facts: Some four or five weeks ago a pretty young girl named Ida Simmons, whose home is in London, came to this city from Hamilton, where she had been visiting friends. During her brief stay in Hamilton she met Mrs. McGregor, Sadie Lavelle's mother, who invited her when she came to Toronto to stay on Toranlay street until she secured work. The

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had not been one of virtue became known to the young man, and, taking advantage of this fact, they accomplished the ruin of her more innocent companion. Sadie Lavelle was nearly heart-broken for a short time, but, being encouraged by Ida, she returned home that night and did not disclose what had occurred. On Thursday evening the two girls again visited the home, which is keeping with an appointment made with the young man, Ida Simmons having in the meantime secured a position as dining room girl at the Robinson house on Bait street. The brothers did not meet them, an

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it in a neat basket and brought it to the city early last evening. Last night it was embalmed, and was sent by the 2:35 train this morning to Point Edward, where Shaw lived.

#### The Inquest Opened.

Coroner Dr. Woolverton and the coroner's jury went down to the beach in the afternoon in a special train, and opened an inquest. Superintendent Stiff, Chief Clerk Wallace, J. V. Testzel, Q.C., and others accompanied the party. Mr. Testzel being present to watch the proceedings on behalf of the Grand Trunk company, and M. A. Logie on behalf of Engineer Hall. After the scene of the wreck and the body of brakeman Shaw had been viewed, the taking of evidence was begun in the Ocean house ball-room.

The first witness called was William Shaw, brother of the dead brakeman. He testified that his brother was between thirty-four and thirty-five years of age, a native Canadian, a Methodist, married, but with no family except an adopted son, that he was strong and active and a fair swimmer, and that he had been a brakeman for about six years.

Netherwood Dixon, clerk in the Bell telephone company's office, who is camping on the beach across the canal, and was on his way to camp from the city, testified that he was standing at the bridge on the west side of the track at the time the accident occurred. He saw the train coming and heard the whistle before the train arrived at the Ocean house. He was standing about ten feet from the south end of the bridge, intending to cross the bridge after the train. He not only heard the whistle but also the puffing noise of escaping steam, from which he inferred that the engineer was trying to stop the train. He thought the engineer was coming too quick, being so near the bridge. He judged that the train was going at a speed of six or eight miles an hour as it approached the bridge. The engine toppled over and went head down into the canal, seeming to break loose from the tender, and the cars followed. He heard cries for help from the water after the noise of the wreck had ceased. He, the engineer, and other train hands shouted, "Where are you?" but got no response. He rode to Burlington on his bicycle to telegraph to the city, but the telegraph offices were closed, and he came back to the Brant house and telephoned from there.

Questioned by jurymen, the witness said the whistle seemed to be sounding all along the beach. He heard it first at Fitch's on

yesterday and was badly injured.

The sale of seats for the performance of the musical comedy, Two Old Cronies, at the Grand to-morrow evening has commenced.

J. D. Climie left last evening for the eastern markets to hurry forward his fall purchases and pick up the latest novelties in footwear.

Cornelius Donovan, inspector of Roman Catholic separate schools, started on a long tour of inspection in Northern Ontario yesterday afternoon.

Rev. A. E. Miller's "classical, mathematical and English boarding and day school for boys," 165 Bay street north, will re-open on Sept. 7.

The butchers met in the Foresters' hall this afternoon and completed arrangements about their picnic at Dundurn on Sept. 9. The Thirteenth band will be engaged.

Inspector Walker was out on Saturday and got constable James Lynch and Vanderburg & Clark. The case will come up at the police court to-morrow morning.

John Walker, a boarder at 184 Macnab street north, reported to the police that his watch was stolen out of his room, \$1 from his trunk and \$5 from his trousers pocket.

Geo. W. Johnson, headmaster of the Central school, and Mrs. Johnson arrived from Europe yesterday, having spent a most pleasant and profitable time in the old lands.

In the case of McDonald v. McQuaig, Mr. McBrayne made application to Judge Muir this morning for necessary power to sell certain lands. The reserved bid was fixed at \$2,000.

The firemen received a call to go down to Freeman's factory last evening. Chief Aitchison did not think there was any necessity of taking the whole apparatus down there through the mud, so he drove down himself and found, as he expected, that the department was not needed.

Interments in Burlington cemetery for August, 1891: Residents of Hamilton, adults 20, children 21, total 41; non-residents, adults 5, children 2, total 7; total interments 48. For 1890: Residents of Hamilton, adults 20, children 26, total 46; non-residents, adults 7; total interments, 53.

A team driven by a lad named Adam Grosman, of Bay street north, ran away on Saturday evening. The boy clung to the reins and he was dragged along the

avenue the two girls again visited the boat house in keeping with an appointment made with the young man, Ida Simmons having in the meantime secured a position as dining room girl at the Robinson house on Bait street. The brothers did not meet them, and the young woman again went to the boat house on Friday evening when they were also disappointed. After leaving the place they decided to cross to Hanlan's point with a view to finding their friends, which they succeeded in doing. The young man came back to their boat house at the foot of York street, and in a few minutes was joined by the girls. Sadie Lavelle urged her betrayer to make good his promise of marriage, but he indignantly refused to marry such as she.

Before this the young man came into possession of a watch and chain and two gold rings belonging to the young woman, which after their first meeting had become deep attached of him.

The following morning, which was Saturday, the girls met Ida Simmons about nine o'clock and the two proceeded to the boat house, but were unable to find the brother. When they reached the Walker house on their return they met a third young man, a friend of the two, who owned the boat house. He and the two girls went back to the boat house, where they remained for probably half an hour, but as the brother did not put in an appearance they started a second time for home. Sadie Lavelle was a delicate-looking young woman though she had seen eight summers, and when the corner of York and Front streets was reached the young man who accompanied the two girls requested that she take a Yonge street car as the disappointment at not seeing her called lover appeared rather too much for her. She consented and stepped on the car, but before it moved away she sprang back to the street and then fell upon the pavement, but was not apparently hurt by the fall. The trio walked to the corner of Bait and Queen streets, where Ida and the young man said "good night" to Sadie. However, before they parted, offered to hire a cab to take her home to Terahay street.

Ida Simmons, who was seen yesterday, stated that she and the young man, Sadie Lavelle, about 10:15 a week a Saturday night, while the young man avowed that the hour was 10:45. Almost from that hour there have been startling rumors circulating in the neighborhood of 118 Terahay street. One woman in the immediate vicinity states that at about 11:30 on Saturday night week, a cab wheeled up to the McGregor house conveying Sadie Lavelle

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graph office were closed, and he came back to the Hunt house and telephoned from there.

Questioned by jurymen, the witness said the whistle seemed to be sounding all along the beach. He heard it first at Fitch's on his way down from the city. Each of the cars that went over into the canal seemed to be dragged by the car that preceded it, thus showing, in his opinion, that the rate of speed was very slow. He noticed one long whistle and several short ones when the train was near the Ocean house, the impression which they conveyed to the witness being that the engineer knew there was danger ahead. If the keeper of the bridge had been alert and on the watch he could have heard the whistles. The semaphore was up, and the red light was burning as brightly as usual. The engineer told him that he had been used to two semaphores at all bridges; he also said he had been over that part of the line only once before. Witness saw brakemen's hand-lights on the train. In regard to the speed of the train he said he gauged it by the speed at which he was going on his bicycle shortly before. He rode ahead of the train to the bridge, dismounted, and waited for it to come up the beach. He got to the bridge about five minutes ahead of the train. When he arrived at the bridge it was open, but was in process of being closed. He noticed no stationary light on the bridge, but there was a man on it with a lantern. If anyone were to say the train was going at only four miles an hour he would not dispute the statement. When he was riding down from the city he heard the whistle at Fitch's, just before he got off his wheel. He got off and walked from Fitch's to the beach crossing, taking about ten minutes to walk the distance. He mounted his wheel again at the beach crossing and rode along the beach road at the rate of eight or nine miles an hour.

Reasoning from these statements, the jurymen agreed that the witness must have been riding faster than the train was going.

The further taking of evidence was postponed until to-night at No. 3 police station.

#### Current Comment

In all such catastrophes people are always anxious to saddle the blame on somebody. In the present case the talkers are blaming the engineer, the brakemen, the bridge tender, the railway company. It is not likely that the coroner's jury will be inclined to fasten the blame upon any of these, or indeed upon anybody. It seems to have been one of those unfortunate accidents for which fate is alone responsible. The company is blamed by some for not placing two semaphores at the bridge instead of one, but nobody has pointed out the deficiency before now, and as this is the first accident that has occurred out of the many thousand trains that have gone over the bridge, it would seem to be unjust

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was dragged along the ground. His scalp was terribly torn. The wounds were dressed by Drs. Stark and Leslie and the boy is doing well in St. Joseph's hospital.

—The magazine campers Alex. Hendrie, James Henry, Tom Baskley, Billy Taylor and Tom McGlashan, distended and returned home a few days ago after camping for the past three months on the bay shore near Bayview, one of the most beautiful spots around the shore.

—At a meeting of the council of the Board of Trade to-day it was decided to lease the premises now occupied by the board for five more years. It was also decided to send a deputation to Premier Abbott and the postmaster-general to get decisive information about the establishment of the proposed new postal district with Hamilton as headquarters.

—If a clergyman's popularity can be gauged by the number of couples whom he joins in matrimony, Rev. G. W. Kirby, of Hannah street church, must be a very popular pastor. He can fairly lay claim to be the champion hymn-sung clergyman of the city. Within the past three days he has officiated at six marriage ceremonies, and to-day, in addition, he is booked for four more.

—Mayor McLellan handed Inspector Nixon to-day a list of a dozen men who will be put to work on the north-end park on Thursday, at 9:30. The gang of men will be allotted a piece of work for which a stipulated sum will be named, and when the work is completed the money will be equally divided. Most of the men employed have been out of work through poor health or misfortune.

—The proprietor and exhibitor of the big whale is in some difficulty. He brought his fish here on an American canal boat without having received a clearance from the last port at which he called. Collector of Customs Kilvert has communicated with the department on the subject, and he won't allow the whale man to leave Hamilton until the matter is adjusted somehow. Perhaps the whale man will have to get a new boat.

—A valuable horse belonging to J. H. Mittenhall, 335 Jackson street, went got sick last evening and while he was getting a veterinary surgeon it broke out of the stable and got away. It went to Ald. Hancock's place and got into the yard, where it rolled about on a large heap of mud. Some young men took it home, and just as they were leading it into Mittenhall's yard the animal dropped dead. It was

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to blame the company for negligence for not supplying what has until now been deemed unnecessary. The engineer is blamed for not slowing up his train more promptly when he saw the danger-signal out. But the engineer says he did all in his power to stop the train by whistling for brakes, and by reversing his engine, and his statement is corroborated by the conductor and trainmen. The engineer says also that when he whistled for brakes Fireman Crouch climbed over the tender and applied the brakes on several of the cars nearest the engine. The brakemen are blamed for not responding more promptly to the call for brakes; but it is said that they are all comparatively green hands and slow in moving—all but poor Shaw, and he cannot speak for himself. The bridge-tender is blamed for not heading the whistle of the approaching train and swinging the bridge with more alacrity; but it can be said in his defense that the danger signal was out, and he had good reason to feel sure, both by strict rule, and by experience, that there was no danger of any train passing the red light. Nothing can be said in defense of fate.

Last night Capt. Campbell took precautions to guard against accidents from the presence of the wreck in the canal. He placed a man with a red light on each end of the pier to warn approaching vessels, and he set out a bright light and a red light on the wreck.

**Brief Local News.**

Grimsby canal has closed for the season.

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**THE FATE OF SADIE LAVELLE**

**A SAD STORY OF BETRAYAL AND PREMATURE DEATH.**

A Beautiful Young Hamilton Girl Dies in Toronto Under Suspicious Circumstances—A Sensational Story in the Globe, Which Is Decried By the Girl's Friends.

Toronto Globe: A young woman named Sadie Lavelle died at 118 Teraulay street at 7:30 o'clock Sunday morning, and a doctor's certificate was given to the effect that she had died early in the morning probably from typhoid fever with severe brain symptoms. Information, however, came to hand that there were unusual and suspicious circumstances connected with the case, and an investigation was made which disclosed the following facts: Some four or five weeks ago a pretty young girl named Ida Simmons, whose home is in London, came to this city from Hamilton, where she had been visiting friends. During her brief stay in Hamilton she met Mrs. McGregor, Sadie Lavelle's mother, who invited her when she came to Toronto to stay on Teraulay street until she secured work. The

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## THE HAMILTON SPECTATOR, WEDNESDAY, SEPTEMBER 2, 1891.

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it was his proposition that the present race be rowed on the date named. Gaudaur was wired, and replied that this date would suit him.

Hanlan and Gaudaur have met twice before. In the former races, both of which were rowed at Pullman, Ill., in 1887, the American championship was at stake, and

COAL TRAIN  
SLING BRIDGE  
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yesterday between Mr. Webster, of Toronto, and the Hamilton representatives, will be at Grimsby park. The finish will be at the same place as the start. The Torontos will wear black jerseys and the Hamiltons white. This distinction will be handy not only to the contestants, but to the spectators as well, as it will be possible to distinguish the riders a long distance off.

It is expected the finish will be at five o'clock or shortly after.

It is rumored that Hyslop, of the Torontos, is not satisfied with the treatment he has received, claiming that the Toronto club spends more time and money on Smith and Nasmith than on him. He may not ride on Saturday.

## BERLO BREAKS THE HALF-MILE RECORD.

SPRINGFIELD, Mass., Sept. 1.—P. J. Berlo, of the Manhattan athletic club's bicycle team, broke the American record for the half-mile on the pneumatic safety at Hamden park this evening, making the distance in 1:08 3-5. This breaks Murphy's record, made here Aug. 17, by a second. Berlo was paced by F. C. Graves, of this city, and A. McDuffee, of Lynn.

## The Rifle.

## THE THIRTEENTH TEAM SECOND.

OTTAWA, Sept. 1.—The Dominion rifle matches were continued to-day. In the Minister of Militia match the Forty-third battalion won the cup with a score of 285. The Thirteenth was second with 278 and the Sherbrooke rifle association third. The score of the Thirteenth was:

Sergt. H. Morris.....	53
Staff-Sergt. D. Mitchell.....	55
Staff-Sergt. Goodwin.....	55
Color-Sergt. Skeddien.....	52
Lieut. G. Margetts.....	51
<b>Total.....</b>	<b>278</b>

In the individual prizes Pte. Hutchison, of the Forty-third, won \$30 with a score of sixty-six, and Sergt. Morris, of the Thirteenth, won \$25 with sixty-five. Pte. A. Murdock and Capt. Zealand each won \$5.

In the British challenge shield match the Governor-General's Foot Guards won with a score of 420. The Thirteenth battalion team was second.

## Baseball.

The Park Nine will play Dundas this coming Saturday at Dundas.

NATIONAL AND AMERICAN—Pittsburg 8, Philadelphia 4; Cincinnati 4, Boston 1; Cleveland 7, Brooklyn 1; Chicago 4, New York 1; Boston 9, Columbus 5; Athletics 5, St. Louis 1; Milwaukee 3, Baltimore 5; Washington 3, Louisville 1.

## EASTERN—Lebanon 3, Buffalo 2.

## Tennis.

The entries for the tournament next week close on Friday evening. Ladies pay no entrance fee and the fee for gentlemen is only \$1. Subscribers to the guarantee list in the secretary's hands are not asked for any further contribution.

## Rugby Football.

## THE HAMILTONS GETTING INTO LINE.

The Ontario football club met last night, and appointed a committee to attend the annual meeting of the Hamilton club on Friday night.

The Hamiltons will start practice next Monday. It is expected that the team will be fully as strong as last year, notwithstanding the loss of Sid Saunders. There are several young players who are good enough to play on the first fifteen. The Hamiltons have the Rugby union cup, and they intend to make a big effort to keep it.

REFUSED TO SEND A PILOT  
CONDUCTOR CAMPBELL'S EVIDENCE  
ON THE BEACH ACCIDENT.

Superintendent Stiff Tells the Jury the Rules of the Road, and Why There Is No Distance Signal at the Bridge—Much Cross-Examination.

The inquest on the beach disaster was resumed at No. 3 police station last evening before Coroner Woolverton. Only two witnesses were examined, the whole evening being consumed by the jury in cross-examining on the evidence. There are one or two men among the jurors who have a grievance against the railway company and they are so anxious to make points that they waste a lot of time.

Superintendent Charles Stiff was the first witness examined. He explained that the semaphores are placed at each end of bridges and rule 112 orders that all trains must stop before they come to draw-bridges or level crossings whether the danger signal shows or not. At station-semaphores trains must stop but are allowed to subsequently draw slowly in until the train is under its protection. This is not allowed in the case of drawbridge semaphores. The drawbridge at the canal is always open, except when a train has to cross. There light at the bridge can be seen at the church crossing, nearly a mile in daytime and over a mile at night, giving plenty of time for a freight train to stop running at the regulation speed of twenty miles per hour. "I don't believe the train could run half the distance if the steam was shut off, even if the brakes were not put on," said he. "If the jury want an ocular demonstration of the fact I shall be glad to show it to them with a train of the same description."

There is an up-grade to the bridge for a distance of 967 feet of sixty-four feet to the mile. It is the heaviest grade on the road except the one up the mountain and another at St. Ann's. There is no permanent light on the bridge. It takes from four to five minutes to open or close the bridge. As soon as the bridge-tender sees a train approaching he begins to swing the bridge, if there is no vessel in sight that will likely get in before the train gets across.

To Jurymen Dixon—There is no rule as to how far the signal light should be from the bridge.

Jurymen Dixon—Please read rule 456. Witness read a rule saying that when it is necessary to stop a train at a bridge the light should be shown at 800 yards from the bridge. This does not refer to drawbridges but to permanent bridges, where, owing to some accident, it is desirable to have trains stop.

A jurymen—Is there any other draw-bridge on the system where there is no distance semaphore?

Witness—Every drawbridge has a signal, and some are further away than others. As a rule they are further away than this one is, but the circumstances here are peculiar. Trains have to come up to the Ocean house, and if the semaphore was south of there the bridge signal would have to be lowered to let a train up to the Ocean house, consequently the danger would be much greater.

Jurymen Dixon—At the Welland canal crossing how far is the signal from the bridge?

Witness—About 300 feet.

Jurymen Dixon—Do you consider that crossing more dangerous than this one?

Witness—Yes, because there is a down grade to the Welland bridge.

Jurymen Dixon—How far is the signal from the end of the bridge at the beach?

Witness—About ten feet.

Jurymen Dixon—Do you consider that it protects the bridge sufficiently?

Witness—Certainly; the signal is there to indicate that trains are to stop before they get to it.

W. A. Logie, counsel for Hall, cross-examined Mr. Stiff to try to show that the grade at the bridge was not nearly as steep as the mountain grade, but Mr. Stiff called up his engineer and showed that one grade is sixty-four feet to the mile and the other seventy-four feet to the mile.

To Mr. McBrayne—There is a statutory provision that this drawbridge shall always

be open, coffee, baking powder, cocoa, etc. Premiums with all. SMART, experts, importers and profit-sharers, King east.

## A GREAT FAKIR.

Some Freaks of the Late Mr. Tom Cranston, of Dundas.

Many of our readers will remember Tom Cranston, who occupied the position of teller in the Bank of Commerce here for some time and was subsequently removed to Dundas. Tom was not noted for his strict regard for the truth while here and was fond of notoriety as a Quebec politician is of boodle. When Tom caught a cold he was at once, according to his own version, at death's door from congestion of the lungs, and the local papers were accordingly notified of his critical condition. When the sickness fake played out he created a sensation by spilling red ink around in an upper room in the bank one day and then spread a report that he had accidentally shot himself. Since leaving here Tom flooded the town with copies of a Dundas paper containing a marked notice of his alleged look in winning several thousand dollars in the recent Derby sweepstakes. Last Monday, however, the town was shocked by the intelligence contained in a death notice in the Toronto Mail that Tom had been drowned on the preceding Friday at St. Anne, Que., a summer resort not far from Montreal. A telephone message to Galt, where Tom's parents reside, elicited the startling information, however, that Tom was walking around the streets of that town in the full enjoyment of his vacation, four days after his alleged death. The death notice fake was doubtless only another sample of Tom's idiosyncrasy. If Tom entertained the hope that he would drive the entire population of this sympathetic hamlet into premature mourning by the publication of a bogus death notice, we are afraid he will be disappointed, for the sporting editor of this journal, who offered heavy odds that the irrepressible Tom was still alive, could find no one with sufficient confidence in this great fakir to stake their money that he would stay dead.

## MUSIC AND THE DRAMA.

## MUSICAL PIERRO.

A garden party was given last evening on the spacious lawn of C. K. Domville, corner of King street and West avenue, in aid of St. Thomas' church and its efficient little orchestra. The concert was attended by about 300 ladies and gentlemen. It proved a delightful affair, the evening being warm enough to make outdoor promenading pleasant, and the music being of excellent quality. The grounds were illuminated with Chinese lanterns. There were refreshments, in abundance for those who desired them.

The selections by the Sunday-school orchestra were, naturally, the most interesting numbers on the programme. This band of young players—organized, trained and conducted by Julius Grossman—surprised most of the auditors by its really excellent playing. It is a great credit to Mr. Grossman and to the school. The orchestral numbers were Eilenberg's march Concordia, a selection of melodies from Poet and Peasant, the Springtime waltzes (Maschke), Morning Song and Evening Song (Eilenberg), a descriptive negro-minstrel piece, an arrangement of Irish airs, a galop by Eilenberg and a Gloria by Andra. G. Hutton played a cornet solo, Sea Flower Polka, which was encored. The vocal part of the programme was supplied by Elford G. Payne, Mrs. Zimmerman and Miss Maud Snarr, of Toronto. Mr. Payne sang The Will-o'-the-Wisp with his usual vivacity; Mrs. Zimmerman sang a waltz song, Fair Madeline, very sweetly, and Miss Snarr, who is the possessor of a most pleasing voice and sings with good taste, sang the aria Ah che la morte, from Il Trovatore. Mr. Payne and Mrs. Zimmerman also sang a duet, Moonlight on the Rhine. All the accompaniments were played by Mr. Pearce.

At the conclusion of the concert a vote of thanks to Mr. Domville for the use of his grounds was heartily carried.

## NOTES.

The Two Old Cronies will make music and mirth at the Grand to-night. The piece was produced in London last night, and this morning's Free Press says the large audience which witnessed it was delighted with the entertainment.

The Roth Lyric opera company, which has been here for some time, is now

## COMMERCIAL AND FINANCIAL

## Grain Markets.

Wheat, standard, 97 to 98. Oats, new, 36 to 37; old, 42 to 43. Rye, 80.

## Toronto Markets.

Toronto, Aug. 28.—Wheat, fall, per bush, 95c. to 96c.; red, per bush, 95c. to 96c.; goose, per bush, 85c. to 86c.; barley, per bush, 54c.; oats, per bush, 37c. to 38c.; dressed hogs, per cwt, \$7.00 to \$7.25; chickens, per pair, 45c. to 60c.; but-  
ter, per pound, 15c. to 20c.; eggs, new, per doz, 14c. to 15c.; potatoes, per bag, new, 90c. to \$1.10; apples, per bbl, \$1 to \$1.75; turnips, yellow, per bag, 30c. to 35c.; beets, per doz, 15c. to 20c.; parsley, per doz, 15c. to 20c.; cabbage, new, per doz, 40c. to 50c.; carrots, per doz, 15c. to 20c.; celery, per doz, 50c. to 75c.; onions, per doz, 15c. to 20c.; peas, per bag, 75c.; radishes, per doz, 15c. to 20c.; lettuce, per doz, 20c.; asparagus, per doz, 40c.; hay, old, \$14 to \$15; hay, new, \$10 to \$13 50; straw, sheaf, \$9 50 to \$10.

## BAKING POWDER.

## ORIGINAL. No. 69.

## Orange Circles.

BY NELLIE CAMPBELL BEDFORD.

Two cups sugar; one cup butter; one cup milk; yolks of five eggs; whites four eggs, stiffly beaten; one-quarter teaspoonful salt; two teaspoonfuls Cleveland's Baking Powder; grated rind one orange; flour to make a drop batter. Grease the covers of a number of half pound Cleveland Baking Powder cans, partly fill with the batter and bake in a quick oven. Make an icing with the white of one egg, the grated rind of one orange and sufficient powdered sugar to stiffen. Place two cakes together with a layer of the icing between.

Use only Cleveland's baking powder, the proportions are made for that.

Cleveland's baking powder does not contain ammonia; costs no more than ammonia powders; it goes farther; it is pure and wholesome. You should use it.

Send stamp for Cook Book, Cleveland Baking Powder Co., New York.

Send stamp for Cook Book, Cleveland Baking Powder Co., New York.

## ORIENTAL ART GOODS.

## GRAND EXHIBITION

## Oriental Art Goods

—IMPORTED BY—



H. B. MIHRAN

Direct from Constantinople and Teheran.

Turkish, Persian Rugs, Carpets and Palace Embroideries on exhibition Thursday, Sept. 3, at 58 James street north.

## AUCTION SALE

Friday and Saturday, Sept. 4 and 5, at 10 a.m.

2 and 8 p.m.

THOS. BURROWS, Auctioneer.

## GROCERIES.

## EXHIBITION.

The following goods in our King st. window:

In the  
of the Fo  
sixty-six, and Sergt. Morris, of the 11th  
teenth, won \$25 with sixty-five. Pte. A.  
Murdoch and Capt. Zealand each won \$5.  
In the British challenge shield match the  
Governor-General's Foot Guards won with a  
score of 420. The Thirteenth battalion  
team was second.

**Baseball.**  
The Park Nine will play Dundas this com-  
ing Saturday at Dundas.

**NATIONAL AND AMERICAN—Pittsburg 8,  
Philadelphia 4; Cincinnati 4, Boston 1;  
Cleveland 7, Brooklyn 1; Chicago 4, New  
York 1; Boston 9, Columbus 5; Athletics 5,  
more 5;**

COAL TRAIN  
SLINGER BRIDGE  
INQUEST

HS 2 Sep 1891

212

The Hamiltons will start practice next  
Monday. It is expected that the team will  
be fully as strong as last year, notwith-  
standing the loss of Sid Saunders. There  
are several young players who are good  
enough to play on the first fifteen. The  
Hamiltons have the Rugby union cup, and  
they intend to make a big effort to keep it

**Running.**

McClelland of Pittsburg has posted a  
forfeit of \$50 to back a challenge to run any  
man in America three races at five, ten and  
twenty-five miles. He defeated Ed. Case  
of Hamilton and Dave Bennett of Toronto  
in the five-mile race at Boston last week,  
covering the distance in 26:10.

### STILL BREAKING THE LAW.

**Two More Saloon-Keepers Brought Before  
the Magistrate.**

Inspector Walter had two liquor cases at  
the police court this morning. In the case  
against James Lynch, charged with selling  
during prohibited hours, the defendant  
pleaded guilty and was fined \$20.

At the request of Lawyer Mackelcan,  
who is acting for the defendants, the charge  
against Vanderburg & Clark was adjourned  
until to-morrow morning.

In the case against Mary Carroll, charged  
with stealing Catharine Marino's ring, the  
magistrate decided that the ring belonged  
to the other woman, and he found the de-  
fendant guilty. He deferred passing sen-  
tence for a month.

Mary Lewis, arrested for being drunk and  
disorderly, repeated her old story about  
"just coming in from Saltfleet." She ad-  
mitted that she had been drinking and was  
fined \$3.

A Barton farmer, James Ratcliffe, was  
charged by his wife with being drunk and  
disorderly. Mrs. Ratcliffe did not appear.  
The magistrate told the man not to drink  
any more and let him go.

Two small boys, Alfred Cogswell, and  
John Gagan, were charged with assaulting  
John Gagan. A few days ago Gagan was  
fined for assaulting Alfred Cogswell. He  
said the boys threw stones at him. They  
were each fined \$1.

A colored man, Wesley Rhodes, sued  
David Hammond for \$21 due for white-  
washing. The magistrate said the com-  
plaint would have to sue in the division  
court, and dismissed the case.

To decide which was the better man,  
Robert Shannon and Thomas Holland, two  
young men, indulged in a wrestling match.  
They were arrested by Constable Fuller for  
fighting. After giving them a lecture the  
magistrate discharged them.

Owing to the absence of Lawyer Bick-  
nell, the Brohman gambling case was ad-  
journed until to-morrow.

### DUNDAS COTTON MILLS SOLD.

**The Purchasers Are Said To Be a Mon-  
treal Syndicate.**

The Dundas cotton mills were sold  
yesterday by auction, A. D. Stewart acting  
as auctioneer. The mills were bought in  
by Mr. Thompson, of the law firm of  
Thompson, Henderson & Bell, Toronto, for  
\$150,200, but he would not state for whom  
he was acting. It is reported that the new  
owners are Gault Bros., of Montreal, who  
represent a syndicate to operate the mills.  
In any case the sale will be of advantage to  
the town, as that valuable property has  
been lying idle for some time. It cost about  
\$800,000 to build and equip the works.

some accident, it is desirable to have them  
stop.

A jurymen—Is there any other draw-  
bridge on the system where there is no dis-  
tance semaphore?

Witness—Every drawbridge has a signal,  
and some are further away than others.  
As a rule they are further away than this  
one is, but the circumstances here are  
peculiar. Trains have to come up to the  
Ocean house, and if the semaphore was  
south of there the bridge signal would have  
to be lowered to let a train up to the Ocean  
house, consequently the danger would be  
much greater.

Jurymen Dixon—At the Welland canal  
crossing how far is the signal from the  
bridge?

Witness—About 300 feet.  
Jurymen Dixon—Do you consider that  
crossing more dangerous than this one?

Witness—Yes, because there is a down  
grade to the Welland bridge.

Jurymen Dixon—How far is the signal  
from the end of the bridge at the beach?

Witness—About ten feet.

Jurymen Dixon—Do you consider that it  
protects the bridge sufficiently?

Witness—Certainly; the signal is there  
to indicate that trains are to stop before  
they get to it.

W. A. Logie, counsel for Hall, cross-  
examined Mr. Stiff to try to show that the  
grade at the bridge was not nearly as steep  
as the mountain grade, but Mr. Stiff called  
up his engineer and showed that one grade  
is sixty-four feet to the mile and the other  
seventy-four feet to the mile.

To Mr. McBrayne—There is a statutory  
provision that this drawbridge shall always  
remain open, except when a train is cross-  
ing. The rules under which the company  
works have been submitted to and approved  
by the privy council. Where trainmen are  
not familiar with a piece of road, pilots are  
furnished on application.

Jurymen Dixon—Are you prepared to  
swear that a distance signal won't be placed  
at this bridge within six months? (Laugh-  
ter.)

Conductor William Campbell said he had  
been fourteen years in the employ of the  
Grand Trunk, but had only been over the  
piece of road once before. It was four  
months ago. He had a pilot that trip.

Witness had charge of the train that was  
wrecked. It consisted of twenty-three cars,  
twenty-two coal cars and a conductor's van.  
It left Stony Creek at 11:40 and ran up the  
beach at about eighteen miles an hour.

Witness was in the cupola  
of the van with a brakeman  
looking ahead and saw the bridge  
signal about half a mile ahead. Thought it  
was a distance signal. The train by that  
time had slowed down to twelve or thirteen  
miles an hour and he thought steam was  
shut off. He heard a long whistle to warn  
the bridge tender when the train was pass-  
ing the beach siding. The train had slowed  
to ten miles an hour. Three or four min-  
utes after he heard the driver whistle for  
brakes, but the brakemen were already out  
on the train. Immediately after the pin  
that holds the bell rope in the van pulled  
out and he thought the train had broken  
loose. The van stopped and he ran forward  
and met the driver who said the engine  
and some cars were in the canal. Went  
back to the beach road and telegraphed  
for Mr. Stiff. It took fifteen minutes for  
the train to run from the beach road to  
the canal, a distance of about two miles.

To a juror—At Fort Erie I asked for a  
pilot, but was told to go to my van. I con-  
sidered whether I would take the train out  
or not and went to find out who was to be  
the engineer. When I found it was Hall,  
one of the most reliable drivers we have on  
the road, I thought, under the circum-  
stances, we could navigate all right, so I  
went. I run on the Goderich and Buffalo  
line and the Point Edward and Fort Erie  
line. There are four swing bridges on these  
roads, but all have distance signals.

There was a great deal of cross-examina-  
tion by the jurors, and the coroner had to  
call them down. "If you continue this  
sort of thing, this inquest will last two or  
three weeks," he said.

Continuing, witness said that he had  
heard there was a circular issued that  
when a conductor asked for a pilot, he had  
to pay the expense; but he had not read the  
circular. Running at the speed at which  
the train reached the canal, the train could  
have been stopped in ten car lengths. The  
rules provide that the engine of a train  
must not pass a semaphore without first  
stopping.

The inquest was adjourned until Thurs-  
day evening.

**Smart's Bulletin, Changed Daily.**  
The stampede this week is to the home.  
From mountain and glen, seaside and  
summer resort the people of this city are

band of young players—organized, trained  
and conducted by Julius Grossman—sur-  
prised most of the auditors by its really ex-  
cellent playing. It is a great credit to Mr.  
Grossman and to the school. The orches-  
tral numbers were Eilenberg's march Con-  
cordia, a selection of melodies from Post  
and Peasant, the Springtime waltzes  
(Maschke), Morning Song and Evening  
Song (Eilenberg), a descriptive negro-  
minstrel piece, an arrangement of Irish  
airs, a galop by Eilenberg and a  
Gloria by Andra. G. Hutton played a  
cornet solo, Sea Flower Polka,  
which was encored. The vocal part of the  
programme was supplied by Elford G.  
Payne, Mrs. Zimmerman and Miss Maud  
Snarr, of Toronto. Mr. Payne sang The  
Will-o'-the-Wisp with his usual vivacity;  
Mrs. Zimmerman sang a waltz song, Fair  
Madeline, very sweetly, and Miss Snarr,  
who is the possessor of a most pleasing  
voice and sings with good taste, sang the  
aria Ah che la morte, from Il Trovatore.  
Mr. Payne and Mrs. Zimmerman also sang  
a duet, Moonlight on the Rhine. All the  
accompaniments were played by Mr. Pearce.  
At the conclusion of the concert a vote of  
thanks to Mr. Donville for the use of his  
grounds was heartily carried.

**NOTES.**

The Two Old Cronies will make music  
and mirth at the Grand to-night. The  
piece was produced in London last night,  
and this morning's Free Press says the  
large audience which witnessed it was de-  
lighted with the entertainment.

The Roth Lyric opera company, which  
opens here to-morrow evening in The  
Mikado, has played a highly-successful  
engagement at the Grand opera house, To-  
ronto. Its performances have been highly  
praised and well attended. Such great  
favorites as J. W. Herbert, Lilly Post, N.  
S. Burnham, etc., should make the fortune  
of any opera company. On Friday evening  
The Black Hussar will be produced, Pina-  
fore on Saturday afternoon and The Chimes  
of Normandy on Saturday evening. The  
sale of seats is now in progress at Nord-  
heimer's.

**Freeholder Mitchell Again.**

To the Editor:—An article appeared  
in your columns on Saturday headed  
The Freeholders' Misstatement. I wish to  
say that in my letter-book I have a copy of  
the communication sent to T. Beasley,  
which I supposed would be handed to the  
mayor or the one that would be acting for  
him. I learn that he was sick at the time,  
namely, Jan. 30, 1891. Supposing that the  
communication reached him, which it ought  
to have done, I thought that his instruc-  
tions to the board of works were based on  
the communication sent by our association.  
However, if he never received my  
communication the resolution was  
published in the city newspapers  
several days before I sent it  
to Mr. Beasley, so that no doubt the mayor  
would see it, and as no such check was  
made on the board of works last year we  
had every reason to believe that our action  
had been noticed and was being acted upon.  
However, I might say that the mayor's  
course is praiseworthy from whatever  
motive it was prompted. We wish no  
credit for anything that we are not entitled  
to. Our object is the economy of the  
people's hard earnings, and as low a taxa-  
tion as can be afforded compatible with  
keeping our city in a first-class condition.  
I would have replied to this letter sooner,  
but I never noticed it till a friend called  
my attention several days after to it.  
And, furthermore, I called at the  
mayor's office and he told me  
that he had explained it to the council,  
putting me right in the matter, but I looked  
over your report of the council's proceed-  
ings and failed to find any report of his  
remarks, although you all profess to report  
what takes place. I only want fair play.  
I ask no favors. If you will please publish  
what Mr. McLeiland said you will oblige  
Yours truly, THOS. MITCHELL, secretary  
Freeholders' association.

**An Undesired Action.**

At Osgoode hall yesterday, in the case of  
Sawyer v. Daly, K. Martin, for the plain-  
tiffs, moved for judgment on the statement  
of claim in default of defense in an action  
for the realization of a lien upon land given  
by the defendants to the plaintiffs to secure  
the price of a machine. No one for the de-  
fendants. Judgment granted as prayed  
with costs for the amount of the debt and  
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Direct from Constantinople and Teheran.

Turkish, Persian Rugs, Carpets and I  
see Embroideries on exhibition Thurs-  
Sept. 3, at 58 James street north.

**AUCTION SALE**  
Friday and Saturday, Sept. 4 and 5, at 10 a  
2 and 8 p.m.  
THOS. BURROWS, Auctioneer

### GROCERIES.

## EXHIBITION

The following goods in our King st. window  
Imported Glasgow Pease Meal  
Stephens' English Pickles, 90c. bc  
Pure Demerara Crystal Sugar.  
Finest Japan Rice.  
Dahl's Dyspepsia Cakes,  
and a large assortment of fancy groceries.  
Inspection of goods and prices will well re-  
you. Ginger Ale is still going as fast as ever!

## HAZELL & SONS

Corner King and Macnab streets.

## DID YOU EVER

Use Celluloid Starch?

This starch is unequalled for shirt  
work. It produces a fine gloss on shirt bos-  
collars, cuffs, etc. Try a package.

### WE SELL

Fruit jars cheaper than any other house  
city. Fresh stock of Germ Meal, Gluten F  
Hominy and Tea Rusks.

### WATT'S CASH GROCERY

66 King St. East, opp. P.O.; Telephone 7

## Great Bargains in Tea

HAVING GIVEN THE PUBLIC CH  
sugars, we are now in a position to sell  
teas on the same basis for 30 days only.

6 lbs Best Young Hyson \$2.10  
5 lbs. Best Mixed \$2.10.  
5 lbs. Best Congou \$2.10.  
5 lbs. Best Ceylon \$2.10.  
5 lbs. Best Japan \$2.10.

We guarantee the above teas the best im-  
Also choice stock groceries, wines and liqu

### GREIG & McDONALD

10 Market square, successors to Cyrus K

### FLOUR AND FEED.

## CAR OF COF

Good Family Flour,  
Choice Rolled Oatmeal,  
Rolled Oats, Chopped

and Mill Feed of all kinds.

## MORGAN BROS

27 AND 29 JOHN STREET SOUTH

TELEPHONE 668.

### SPORTING GOODS.

## IT IS NO TROUBLE TO GET

WHY NOT

works for the Montreal  
ay, Sept. 19-24.

obtained a permit to  
two brick houses on  
valued at \$1,500.

made satisfac-  
with their cre-  
business at the

James Slater a  
communication  
which is in a

English street  
of black the  
The largest w

ings, the Pinckton  
Lahan, left for Chicago  
used in a new suit

iana, who has been on  
for a number of years,  
to the Niagara Falls

Lucas v. McKachern,  
morning obtained an  
e defendant at Mount  
selph.

not possibility of acci-  
the whole of  
ing removed from the  
art-house ceiling.

and Harry B. Witten,  
city, have entered into  
will continue to occupy  
in the Stratton build-

barrier, who has spent  
at Dover, was brought  
is somewhat improved in  
be moved from the train

le Aikenhead (formerly  
held a series of gapes  
e in the First Methodist  
unpison of the W. C. T.

of the House of Refuge  
to the beach on Monday  
annual picnic. Steward  
of the party, and a very  
point.

late Rev. Geo. Plummer,  
related to-day by Brewin  
in Maine, the executor  
an of \$1,373.75, all  
is a row.

lvie has complained to  
the jail fence on Ferge-  
son ruined by telegraph  
spiled against it on the  
the poles removed and

food, forage, etc., all spent here, instead of  
at Niagara. Ald. Hancock will bring the  
matter before the parks committee on Mon-  
day. If the permission is given the annual  
inspection will be held there.

—Mayor McLellan issued an order to-day

CANAL DISASTER  
COM TRAIN

HS 2 SEP 1891. 1.4

but would it be dangerous to wish him his will  
tackle dogs twice his size in the firm  
assurance of protection if he gets the worst  
of it.

### GETTING OUT THE WRECK.

The Tug at Work in the Canal—Six Cars  
Taken Out.

Diver Alexander Coghill went under the  
water twice yesterday at the beach canal.  
In the afternoon he stayed under nearly an  
hour. He could not find the body of Fire-  
man Crouch, which is probably wedged be-  
tween the engine and the tender. The diver  
did not go down this morning.

Early this morning the tug Hector  
brought dredge No. 5 from Port Dalhousie,  
and the work of getting out the wreck was  
began at six o'clock. Six of the wrecked  
cars and a number of car wheels were taken  
out up to 2 p.m., and the other three cars,  
with a lot of debris, will be removed this  
afternoon. It is not likely that the engine  
can be got out until to-morrow morning.  
The canal will probably be all cleared to-  
morrow.

The diving suit has been loaned from the  
Hamilton waterworks, and a second diver  
will assist Coghill.

By a curious coincidence Ald. T. Dixon,  
who is a member of the coroner's jury in  
the present accident, was conductor of a  
train that was nearly wrecked on the bridge  
several years ago. Driver Ed. Williams  
had charge of the engine. There was a  
heavy storm blowing, which shifted the end  
of the bridge so that the ends did not meet,  
and the train ran along on the timbers for

### SAVED BY "A HALIRI."

The Parents of a Boy Accused of Larceny  
Swear He Was Honest.

Abram Epstein was hauled before Judge  
Muir this morning and tried on a charge of  
larceny. Abram is a boy of nine years and  
small for his age. He was charged with  
having offended against the peace of our sov-  
ereign lady the Queen, her crown and  
dignity, by stealing two packages of cigar-

town of Coronel, on the coast, about twenty-  
five miles south of Concepcion. All sorts  
of excesses have been committed by them.  
Houses and stores have been sacked  
and burned. The slightest protest  
against their actions is met by rifle shots.  
They have been abused and subjected to  
injuries of the most revolting character.  
Mob rule in its worst form pre-

outrages have been committed in  
Concepcion and Talcahuana, but the force at  
disposal of the authorities has been  
insufficient to save them from the fate which  
befell the 5,000 people of Coronel.  
As the news was received here this  
morning the German warship Sophie and  
the British gunboat Daphne were ordered

to go at once to Coronel and protect the in-  
terests of foreign residents there. The  
government officials here have also taken  
steps to beat the mob into submission.

Senator Jorge Montt, Gen. Canto and  
others of the congressional chiefs arrived in  
Santiago this morning. They were received  
with the greatest enthusiasm by the people  
of the capital. Gen. Baquedano, the  
acting president, received them officially.  
The members of the Junta de Gobierno are  
expected to arrive to-morrow. They will  
at once proceed to Santiago and take  
measures looking to the reorganization of  
the government.

There is no disguising the fact that there  
is a very bitter feeling against the  
Americans on the part of the success-  
ful revolutionists. This feeling is so strong  
that unless it is placated in some way  
it may seriously affect American commer-  
cial interests in Chile for some time. The  
capture of the Itata has created the impres-  
sion that the United States government  
was actively unfavorable to the revolution-  
ary cause. Then other things have served  
to strengthen the feeling against the United  
States. Not the least important among  
them is the very general belief that Minister  
Egan has been an active partizan of Balma-  
ceda, and has used his influence in  
preventing the state department from  
recognizing the belligerent rights of the  
insurgents. Acting Secretary of State  
Wharton's action in ignoring Senators  
Montt and Foster, the congressional envoys,  
even now when it is a recognized fact that  
they represent the only government of the  
country, has increased the feeling against  
citizens of the United States. Admiral  
Brown's action in refusing to give up the  
political refugees who have found an asylum  
aboard his ships has also added to the  
general irritation. It is the general belief  
that Admiral Brown is acting  
under instructions, or by the  
advice of Mr. Egan. The minister  
is expected to arrive here to-morrow for  
the purpose of consulting with the admiral  
as to the final disposition of the refugees  
now on the American ships. The feeling  
now on the American ships and there

nce rendered us before the  
ociation in Toronto if reduc-  
of ale and porter within the  
and trusting that he may  
before him the interests of the  
well as the consumers."

## STAL FACILITIES.

on of the Board of Trade to  
Visit Ottawa.

g of the postal  
f Trade was held  
Bristol occupied t  
lard, Mayor Mol  
J. Mason were pr  
Smith read a tele  
P., stating that the  
general would m  
Hamilton any day  
Monday. It  
reputation go down  
to interview the  
morning. The de  
the government th  
Hamilton into a separate postal  
posed of the Niagara peninsula  
unities included in the territory  
neighbour and west to Brantford—  
all—and the members represent-  
counties will be asked to co-  
th the deputation. It will be  
that under the present arrange-  
ity is not efficiently served, an  
ing that within the past week  
al mail was late four days, and  
being delivered here at nine  
no in until four o'clock.

## HY COAL DROPPED.

Freeholders' Scheme to Bluff the  
Coal Ring.

reason—the coal ring burst has  
It was not because some mem-  
faith. It was because the free-  
offed them. Last week President  
Secretary Mitchell and ex-Ald.  
on Morgan Bros., and inquired  
they could put in 500 tons of  
B. R. Morgan made inquiries,  
ed that they would supply the  
of the association with 500 tons at  
1. At that time coal was \$5.50

ng to Mr. Morgan the Freeholders  
dered the coal, but there was no  
reement. Next day the local  
ropped to \$5 per ton, and Mr.  
as heard no more about the coal  
lders wanted, and now, like the  
he black diamonds, he, too, has  
He feels inclined to try to hold  
lders to their purchase, but as  
ent was not in writing this would  
to do. Luckily Mr. Morgan did  
he coal from Buffalo, or he would

## Fined Too Little.

Two boys, James Elliott and Robert  
Elliott, were badly frightened when they  
were charged by Mary Ann Given with as-  
sault. The woman swore that the defend-  
ants threw stones at her boys.

The magistrate—Now, boys, you must  
not do that again. I'll fine you \$2.

Mrs. Given—It's too little.

## Another Liqueur Case.

Vanderburg & Clark pleaded guilty to

and B. railway magnates forfeit \$30,000."

I wish to say on behalf of the railway com-  
pany and its promoters, that there is abso-  
lutely no truth whatever in the announce-  
ment, and call upon you to erase the same  
from your bulletin board and I forbid the  
publication in your newspaper of any such  
announcement, as it is a libel upon  
those I represent. My clients are  
now making arrangements to complete the  
acquisition of the stock, assets and other  
ty of the Brantford, Waterloo and  
Erie railway company, which they  
ntracted for, and the accounts are  
examined and the vouchers checked  
in view of ascertaining the balance  
y payable in respect to the purchase.  
am assured by those I represent that  
e intention to complete the trans-  
within a very short time. Con-  
de time has already been spent in ex-  
g the accounts and checking the  
rs, but the matter has not been con-  
and it will take a couple of days  
nally adjust the matter. Yours re-  
specially,

H. CARSCALLEN.

The SPECTATOR, it will be observed, has  
complied with Mr. Carscallen's request.

## Married.

A very pleasant party assembled at 16  
Queen street north last evening, the occa-  
sion being the marriage of Miss Annie H.  
Wingfield, only daughter of A. H. Wing-  
field, to H. A. Buscombe, son of  
Contractor Buscombe, of this city.  
Rev. S. Lyle, B.D., Central Pres-  
byterian church, performed the ceremony.  
After the wedding the guests were enter-  
tained at supper. The wedding presents  
were numerous and exceedingly pretty. Mr.  
Buscombe has been appointed manager of  
one of Nordheimer's branch stores in British  
Columbia. The young couple went east  
last evening on a wedding tour, after which  
they proceed to British Columbia.

A poetical friend of the bride composed  
the following tribute, which was read by  
Mr. Lyle during the wedding festivities:  
To Miss Annie H. Wingfield on her approaching  
marriage:

Upon the glad event at hand  
Permit the poet to demand  
From all the powers that have to do  
With satisfying such as you,  
The dearest, dearest bride-elect  
That ever stood on earth erect,  
Both for yourself and for another,  
Who's dearer to you than a brother,  
The choicest blessings that can flow  
To man or angel here below,  
With health and wealth and something over,  
In Hamilton or at Vancouver.

## Three Fingers Stood Off.

WATERLOO, Sept. 2.—Fred Elton, an  
employee of the Thomas organ company,  
this morning, while at work on a brass saw,  
had the misfortune to lose three fingers and  
the greater part of his left hand, the thumb  
and forefinger alone being left intact.

Seizures M

This mor  
Hunter and  
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At Robert  
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To-day  
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Sept. 16,  
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store, Ho  
Sambel  
Now is t  
cheap p

Mrs. Dick said her husband has lived on  
her for five weeks. "I've had to work ever  
since I married him," said she.

The magistrate let the prisoner go,  
warning him not to go near her.

## Teachers' Training.

The following students have entered the  
Hamilton Model school, which opened on  
Tuesday at the Central school:

Edith Addy, Helen Birkenthal, Lily  
Birkenthal, Ellen Burkholder, Katherine  
Chigevin, Rhoda Featherstone, Carrie  
Gilmer, Marie B. Jamieson, Grace E.  
Miller, Hattie B. Mills, Mary Morrow,  
Cordilid E. Pear, Lottie Pringle,  
Isabella Springstead, Mary Yol-  
hurst, Annie Watson, May H. Rice,  
David Axon, Leslie R. Bridgman, Charlie  
Cotter, Fred W. Gallagher, Jonathan  
Gunby, Wm. W. Hutt, James H. Lemon,  
George O. McNair, Wm. J. McNichol, Na-  
thaniel McPherson, Norris Merrill, John  
Henry Page.

## The Work at the Canal.

All the wrecked cars have been taken out  
of the beach canal. Two were taken out  
this morning, and the ninth and last one  
this afternoon. The engine, tender and  
cab remain embedded in coal, and canted  
over on one side. Chains will be put  
around the engine this afternoon and it will  
be pulled upright; but it is not expected  
that the apparatus at the beach will be  
strong enough to draw the engine out of the  
water. Nothing has yet been seen of the  
body of Fireman Crouch.

## End of a Long Life.

Mrs. Marshall, widow of the late George  
Marshall, of Hamilton, died to-day at her  
home, 22 Hannah street west. She was in

# THE HAMILTON SPECTATOR, FRIDAY, SEPTEMBER 4, 1891.

battalion. Total score, 673.  
No. 20, \$80. Quebec team. Staff-  
t. Matthews, Lieut. Andrews, Lieut.  
don, Major Thomas, Color-Serg.  
t. Pte. Smith, Staff-Serg. Hall, Staff-  
t. Clarke. Total score, 641.

the extra series Staff-Serg. D.  
hall won the Caron trophy, and Staff-  
t. Mitchell won \$5.

The Thirteenth finished third in the  
son match.

Staff-Sergs. Marris and Mitchell, Thir-  
th battalion, Hamilton, who were tied  
afternoon with a score of 210 each in  
grand aggregate match, shot off the tie  
he close of the match. The shoot off  
watched by a greater part of the 450  
men in the camp. Staff-Serg. Marris  
red the winner.

## The Turf.

### CANADIAN WINNERS.

BUFFALO, Sept. 3.—The Canadians  
ght on pretty well to-day again, with  
ndrie's Calgary for a place, Beefeater a  
ner, Hendrie's Versatile for a place and  
ydors for a place. The Toronto division  
a little dump in the last race, when  
ctician ran third, but on the whole they  
led out well. The last race as it stood  
the programme was wiped out by the  
hidrawal of all the entries but Dixey,  
d a new race was substituted. The  
wd was fair.

First race, one mile—Rico won, Calgary  
nd, Pennyroyd third. Time, 1:43.  
Second race, five furlongs—Beefeater  
n, Happy Day second, Jamestown third.  
me, 1:04.

Third race—Autocrat won, Versatile  
ond, Khaftan third. Time, 1:28.  
Fourth race, the turf exchange handicap,  
e mile and an eighth (three starters)—  
ing Crab won, Mabel second, Zeed third.  
ime, 1:56.

Fifth race, five furlongs—Katural won,  
ersatile second, Allma third. Time, 1:02.  
Sixth race, three-year-olds and upwards,  
ve fongs—Emma J won, Polydora  
nd, Actician third. Time, 1:03.

### BULFINCH WINS A CUP.

QUEBEC, Sept. 3.—At the Quebec turf  
lub meeting to-day W. Hendrie's Bulfinch  
on the Governor-General's cup, a handi-  
ap for Dominion bred horses.

### ROY WILKES BREAKS A WORLD'S RECORD.

DECATUR, Ill., Sept. 3.—The world's  
eord for speed by a pacing stallion on a  
alf mile track was broken by Roy Wilkes  
o-day at the fall meeting of the Decatur  
rotting association. The time by quarters  
was 32 $\frac{1}{2}$ , 32 $\frac{1}{2}$ , 34, 34 $\frac{1}{2}$  and for the mile 2:14.

### PITTSBURGH PHIL'S BIG WIN.

NEW YORK, Sept. 3.—The second race on  
the Sheephead bay card to-day, the  
Sapphire stakes for two-year-olds, was won  
by George E. Smith's King Cadmus. Mr.  
Smith is a well-known plunger, and his  
winings are the largest that have been re-  
corded on the American turf in several  
years. He bet \$5,000 in the ring here,  
\$12,000 in New York, and \$2,000 between  
the pool-rooms in Baltimore and Washing-  
ton. He obtained all the way from 80 to 8  
to 1 for his money, and is from \$75,000 to  
\$125,000 richer now than he was before the  
race. He put one bookmaker out of the  
business, and that one was Ike Thompson,  
one of the nerviest men in the ring.  
Thompson accepted a large bet from the  
plunger, and after the race he turned his  
slate, and did not do any more business.

### The Ring.

#### THINKS MITCHELL WILL QUIT.

LONDON, Sept. 3.—The Evening News  
says that Slavin and Mitchell will start for  
America this month. Mitchell will en-  
deavor to make a match with Sullivan, and,  
failing him, with Corbett. If Mitchell finds,  
however, that Corbett means business, he  
will funk and put Slavin forward as the  
fighter.

### The Wheel.

#### THE GREAT ROAD RACE TO-MORROW.

The result of to-morrow's road race  
hinges on the ability of the Hamilton men  
to stay the forty miles. There is no doubt  
of the fact that for a short distance they  
are speedy, and can more than hold their  
own with Toronto. There is likely to be a  
big crowd at the corner of Wentworth and  
Main streets to-morrow afternoon, and the  
management of the Hamilton bicycle club  
request as a favor that persons driving  
down will leave the center of the road clear,  
as there is considerable danger attached to

## EVIDENCE AT THE INQUEST

### DRIVER HALL TELLS HIS STORY OF THE ACCIDENT.

The Grand Trunk Proves That the Con-  
ductor and Brakeman Had Been Over  
the Road Three or Four Times Before  
The Difficulty in Getting Pilots.

The inquest on the death of the victims  
of the beach accident was resumed last  
evening at No. 3 police station before  
Coroner Woolverton. The attendance of  
spectators was quite large, principally rail-  
way men, who listened very attentively to  
the details of the testimony and occasion-  
ally applauded the sallies of the witnesses.  
The evidence of Driver Hall was taken, and  
he accounted for the accident by the in-  
sufficiency of the signal light and the fact  
that there was a crew on the train who did  
not know the road. The railway brought  
an official from London to show that, not-  
withstanding their evidence, Conductor  
Campbell and Brakeman McKeown had  
been over the beach three or four times  
previously.

Before the evidence proceeded, Juryman  
Field referred to the strictures of the news-  
papers on the talkativeness of the jury and  
to the allegation that some of the jurymen  
had grievances against the railway. It was  
out of place, he said, to make any insinua-  
tions of that sort. He was there to do his  
duty, and he would do it. The speaker  
read a selection from an evening paper,  
and, waving it in the air, asked the coroner  
who was running this inquest, the jury or  
the newspapers.

"Neither," said the coroner, quietly; "I  
am running this inquest."

Juryman T. Dixon, on his part, denied  
having any grievances against the road,  
and also stated that he would do his duty.

The coroner said he was satisfied the  
jurymen meant well. "But," he added,  
"if some of you would not ask so many un-  
necessary questions we would get on faster  
and the result might be much more satis-  
factory."

The taking of evidence was then re-  
sumed, the first witness being Hugh Mc-  
Keown, brakeman, Point Edward. Hewas  
one of the brakemen on the ill-fated train,  
and changed places with his mate, Shaw,  
at Stony Creek, taking the rear end of the  
train. "He was riding in the cupola of the  
van crossing the beach, and when he saw  
that steam had been shut off he got out on  
the train. When the engineer whistled for  
brakes he thought the signal light was  
three or four train lengths ahead. He had set  
four brakes and was setting the fifth when  
he felt something was wrong and glanced  
ahead and saw Brakeman Shaw's lantern  
whirl in the air. Then there was a jerk  
ahead as if the driver had put on steam.  
Thinking he was about to cross the bridge  
witness let off a couple of brakes and then  
there was a jar back again. This was re-  
peated several times, and then the train  
stopped. Witness ran forward and met  
Driver Hall, who said the engine and half  
the train were in the canal. Witness asked  
where the boys were, and Hall replied that  
he guessed they had gone with it. When  
witness felt the first jerk the train was run-  
ning from six to eight miles an hour.

Coroner—was the semaphore light burn-  
ing brightly?

Witness—No, it was not. It is a very  
deceiving light. It was so dim that I  
thought it was fully two train lengths ahead  
when the accident happened.

To a jurymen—if the bridge had been  
shut we would not have run more than  
sixty feet past the light before we would  
have stopped her. A train going six or  
eight miles an hour can be stopped in sixty  
feet. At the feeder bridge over the canal  
near Welland and other bridges I know  
there are two semaphores and two sign  
boards containing notices "Slow up," and  
"stop dead" before the bridge is reached:

To Mr. Logie—We use our own judg-  
ment in putting on brakes, but if we are  
not putting them on fast enough the en-  
gineer calls for them. Being unfamiliar  
with this part of the road we were not  
putting on brakes fast enough, probably,  
and the engineer whistled to hurry up.  
The engineer did all in his power to stop the  
train. Shortly after whistling for brakes

back. These cars had no brakes  
on, and if I had been going at  
anything like a reckless rate of speed these  
cars would have followed the rest of the  
train into the canal.

Coroner—Did you ask for a pilot?

Witness—No, I did not. I thought the  
matter over and decided that I could do  
my part, if the train crew did theirs. The  
trouble has been that there is so much  
trouble experienced in getting a pilot, that  
it has had a tendency to cause men to go  
when they are not really capable. If we  
could have got pilots easily, I have no hesi-  
tation in saying that I should have asked  
for a pilot on this occasion. If an engineer  
insists on having a pilot he will get one, so  
that the fact does not excuse me, but I  
merely make the statement to show that  
the unpleasantness that results from asking  
for a pilot had an effect in making me  
take a risk that I perhaps should not have  
done.

To a juror—Trains occasionally run past  
the semaphores a short distance, though it  
is against the rules. It is difficult to stop  
a heavy train right at the semaphore.  
These slight infractions of the rules are  
common.

Coroner—To what do you attribute this  
accident?

Witness—To all hands not being fully  
acquainted with this piece of road and to  
the fact that the light looked farther off  
than it was. I don't consider the signal  
was a safe one for a swing bridge. Does it  
look right that a signal should be put ten  
feet from a place like that.

Walter M. Anderson, timekeeper at  
London, produced four time tickets put in  
by Conductor Campbell showing that  
Conductor Campbell and Brakeman Shaw  
had been over the beach road four times—  
March 17, 28, 29 and May 14, 1891. Brake-  
man McKeown was over the road twice,  
on April 3 and July 3, 1891. A conductor  
and brakeman running over a piece of road  
once or twice should know it well enough to  
go without a pilot.

Juryman Dixon—Whether he goes over it  
day or night?

Witness—Yes.

Juryman Dixon—Then you don't know  
what you're talking about.

Juryman Fields started in to cross-ex-  
amine the witness, but Mr. Teetzel, Q.C.,  
objected to the interference until he was  
through. "Just keep cool, Mr. Jurymen,"  
he said, "and you will have a chance later  
on."

"I've just as much right here as you,"  
retorted Field.

"I'd have him understand, Mr. Coroner."  
"I'd have him understand, Mr. Coroner,"  
chimed in Juryman Dixon, "that he is not  
going to bully any of us jurymen."

"The jurymen are not necessarily counsel  
in a case," retorted Mr. Teetzel, "and  
should not show animus when they have  
taken their oath to do what is right."

"I cannot allow this sort of thing to go  
on," said the coroner. "I will stop the  
whole of you from asking questions."

Juryman T. Allen wanted to know if the  
jury and coroner were not running the in-  
quest, and asked if the lawyers had any  
right to be there at all?

The coroner intimated that he alone was  
running the inquest.

Conductor Campbell desired to be re-  
called, and was asked if it was true that he  
had been over the beach four times.

"That is not true," he said, "one time I  
was booked to go over the beach, but Mr.  
Stiff sent me around by Hamilton."

Mr. Anderson jumped up in the audience  
and retorted, "That's not so. That trip  
was in December last. I know about it,  
but did not count it in."

Mr. Teetzel—You had better be careful,  
Campbell, and if you made a mistake on  
the previous night rectify it.

Witness was shown four papers signed by  
himself showing he had been over the beach  
four times this year and admitted they  
were correct.

Brakeman McKeown also desired to be  
recalled to explain and said when he swore  
that he had only been over the beach once  
he meant going north. The other two trips  
were coming south.

Dr. Nathaniel Atkins, Hamilton, testified  
that the only wounds on the body of Brake-  
man Shaw was a scalp wound and a slight  
wound on the knee. The deceased came to  
his death by drowning.

Jacob Corey, boatman at the beach, told  
how he found Shaw's body twenty-five feet  
from the recess of the north ferry, within  
seven minutes after he started to grapple.  
The inquest then adjourned until Mon-

## ORIENTAL ART GOODS.

### GRAND EXHIBITION

Oriental Art Goods

COAL TRAIN  
SLING BRIDGE  
INQUEST

HS 4 Sep 1891

1/2



H. B. MIHRAN

Direct from Constantinople and Teheran.

Turkish, Persian Rugs, Carpets and Pal-  
ace Embroideries on exhibition Thursday,  
Sept. 3, at 58 James street north.

### AUCTION SALE

Friday and Saturday, Sept. 4 and 5, at 10 a.m.,  
2 and 8 p.m.

THOS. BURROWS, Auctioneer.

## DRY GOODS.

The People Are With Us

## THORNE'S

### Bankrupt Stock

3,000 average customers daily.  
Not one disappointed, except those  
who could not be waited on. Our  
doors had to be closed at short in-  
tervals. The public cannot be  
humbugged.

## PRICES THAT TELL THE TALE

Consider the immense amount of stock—all re-  
duced—all to be sold. Look through  
the list of bargains.

Dress Goods,	Mantles and Jackets
Black Cashmeres,	Rubber Gossamers
Colored Cashmeres,	Parasols, Umbrellas
Black Silks,	White Quilts,
Colored Silks,	Tweeds, Cloakings,
Lace Curtains,	Table Linens,
Sheetings,	Towelings, etc., etc.
Embroideries,	Ladies' Underwear.

PRICES HALF OF VALUE AT

## Campbell & Pentecost's

Opposite the Market.

## GROCERIES.

## THEY'RE CRACKERS

Are the New York Soda Biscuit we have now on  
hand. We have also Van Derveer's Celebrated  
Ginger Snaps, 2 lbs. for 25.

## SNOWFLAKE BARLEY.

a quickly prepared, very nutritious, brain, nerve  
and muscle food. This article makes a very  
wholesome porridge, and is an excellent diet for  
dyspeptics, especially when used with our Des-  
tinated Wheat.

## GRAND OPE

### TO-NI

## ROTH LYRIC

The following  
BLACK H  
Matinee  
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EXCUI

## Hamilton Stea

### TORONTO

## STEAMER

Fare for the  
Passengers landed at  
good going 8th to 18th  
Sept. 1891.

Leave Hamilton—7.  
Leave Toronto—11 a.  
Calls at Oakville and  
J.

NO

## \$50 R

A reward of  
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Information a  
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H. D. CA

EDU

## MR. J. L

Deputy Organ  
will r

## MONDA

Instruction on  
terms, etc., apply 2

## HAMILTON

Cor. Charle

## Reopen Mo

FULL STAFF  
Red and emil  
Vocal and Instru-  
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lop, see Maud Ste-  
Guitar by Miss I  
Send for catalog

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## AUC

### Household Fur

THOS. BURRO  
the brick dwelli  
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paintings, dining  
ware, 5 bedroom  
trusses, ware, No  
sals, hose, law 2  
Terms cash.

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### FRU

THE HONEST



# HAMILTON SPECTATOR, TUESDAY, SEPTEMBER 8, 1891.

Third race, Opia T. won, Mary D. second, Glee Boy third. Time, 50.  
Fourth race, five-eighths of a mile.

COAL TRAIN  
SLING-BRIDGE  
INQUEST

HS 8 Sep 1891  
1/2

The following programme has been fixed to be played to-morrow (Wednesday), beginning at 3:30 p.m., sharp:

Men's singles—G. N. Bellhouse v. E. R. Ricketts, D. J. Greentree v. J. R. F. Boyd, Dr. Forster v. R. S. Bull, Gordon Gates v. J. Y. Osborne, N. Burns v. H. Veasey, A. E. Garrett v. J. Jeffery, A. D. Garrett v. Dr. Woolverton, J. M. Young v. W. B. Ferrie.

Men's doubles—Gordon Gates, v. D. J. Greentree, R. S. Martin v. A. D. Garrett, R. S. Bull v. Dr. Forster, H. B. McGiverin v. J. R. Chapman.

These rounds must be played off during to-morrow afternoon, otherwise they go by default.

**Yachting.**  
At Toronto yesterday the race for the Prince of Wales cup took place. The starters were Vreda and Oriole. The schooner finished first, but on time allowance the Vreda won by 13 minutes 46 seconds.

**VICTORIA PARK IMPROVEMENTS.**  
Tenders Accepted By the Parks Committee Last Night.

There was not a great deal of business before the parks committee last night, but it took considerable time to figure out the lowest tender for improvements at Victoria park. There were present: Aldermen Hancock, Griffith, Brick, Hutchison and Magill.

Chairman Hancock reported that he had engaged a man at a salary of \$3 a week to look after Wellington park.

The application of St. George's society for a burial lot in the cemetery was granted on the usual terms of purchase.

County Constable Hazel will receive \$50 for his services at the beach.

The Hamilton field battery made an application for the use of Victoria park.

Ald. Hancock—There is plenty of room at the west end of the park.

The application was granted on condition that the battery use the property west of Sophia street.

The committee received tenders for grading, sodding, etc., at Victoria park. The tender of G. F. Cooper at \$453 for leveling, grading and planting trees was accepted. As the committee does not want to spend too much money no tenders were accepted for sodding or seeding.

A report having been presented from the city engineer by reference to the squatters at the beach Aldermen Hancock, Kearick, Griffith and Magill were appointed a sub-committee to consult with the city solicitor.

**A NEW POWER STATION.**  
Improvements To Be Made By the Electric Light Company.

Work has been commenced on the new power station of the Hamilton electric light and power company at the corner of Main and Catharine streets. The building will be brick, one story high, with a frontage on Main street of seventy-two feet and a depth of 137 feet six inches. It will cost \$4,000. The roof will be of corrugated iron. All the dynamos will be removed from the present building into the new one.

## THE BEACH RAILWAY SMASH

### THE JURY HAS ANOTHER SEANCE WITH THE WITNESSES.

The Bridge Engineer and Watchman Say the Train Was Running Twelve to Fifteen Miles an Hour When It Went Into the Canal.

The inquest on the victims of the beach railway accident was resumed at No. 3 station last evening before Coroner Woolverton and a large and interested audience. The affair dragged on until midnight, and was then adjourned until Thursday evening, when, if the fates are favorable, it may be finished. The fresh jurymen-lawyers on the jury were responsible for the delay. They were very much agitated by the evidence of some witnesses which tended to show that the trainmen and not the railway were to blame in the matter, and in their anxiety to break down the evidence by cross-examination, wasted much valuable time.

Henry Holgate, civil engineer on the Northern and Northwestern division, was the first witness. He had been called at the request of Jurymen Dixon, who cross-examined him as to whether there was any obstruction that prevents the light being seen from the curve at the Church crossing. Witness said there was nothing to obstruct the view. He had ridden over the line in the cab of an engine and could speak positively as to the fact. In his opinion the light was sufficiently high.

Jurymen Dixon examined him to try to prove that the smoke of the engine would intervene between the engineer in the cab and the light when the wind was blowing from the west. However, on the night of the accident, the wind was blowing a storm from the east.

Continuing, the witness said he considered the signal perfectly safe and had no intention of changing it. It was there, he thought, when he took charge of the road in 1879. It is fourteen feet high, though the ordinary height is twenty feet—the rise in the ground making it unnecessary to have it so high as other signals.

To Mr. Logie—I am not responsible for the proper placing of the lights. The mechanical superintendent usually advises where a light is to be placed.

To Mr. Teetzel—Never heard any complaints from the trainmen regarding the signal. There was a previous accident there, but it was not attributable to the signal. According to the railway act, engineers should stop three minutes before proceeding.

To Jurymen Field—I have known trains to run past distance semaphores, but it is against orders.

The coroner had to call down Jurymen Dixon and explain to him that he would have to curb his anxiety to examine the witness or they would never get through.

Wm. Armstrong, engineer on the swing bridge, said he had been there four and a half years. His duty is to swing the bridge when the watchman signals. Witness was in charge of the bridge on the night of the accident. The watchman told him there was a special coming at the Church crossing. While he was waiting for the signal witness yelled to the watchman, "If that man does not shut off steam he will go into the canal." The engine was then at the Ocean house switch and the engineer had steam on. Had heard no whistle on account of the noise of his own engine. After making the above remark witness got the signal and began to swing the bridge.

"I swung the bridge as far as I thought was safe and then shut off steam as I did not see the train doing so. At that time the end of the bridge was half way across the canal. It was between the Ocean house and the bridge that the train driver shut off steam, as near as I could judge my engine was quiet then, as I had raised the 'kame' of the bridge. I had an idea that he had been there and was getting away from the

wrecking crew at the canal, gave evidence as to the state of the wreck. In nearly every case the coupling links were broken. The cars are badly smashed about the trucks, and some are broken in halves. The engine has been raised above the surface, and on examining it he found the engine reversed. The throttle is broken. Witness had known Hall for four years, and he was a very capable man.

After the usual amount of cross-examination the inquest was adjourned until Thursday next.

## COMMERCIAL AND FINANCIAL

### EVERYBODY WANTED PEACHES.

The Fruit Was Not of Good Quality, But Peaches Were Cheap.

TUESDAY, Sept. 8.—The butchers were anxious to sell out quickly, so that they could get away to the picnic. There was a drop in the price of beef. There was a good supply. The beef quotations were: Heifers and steers, 64 cents by the side, 8 cents for hinds and 44 to 5 cents by the side, cow 5 to 6 cents by the side, 64 to 7 cents for hinds and 34 to 4 cents for fronts; bull 4 cents by the side, 44 to 5 cents for hinds and 24 to 3 cents for fronts. Lamb sold for 9 cents by the carcass, mutton 6 to 64 cents and veal 5 to 7 cents.

All the housekeepers wanted peaches. They were very plentiful, but the quality was not very good. They sold for 45 and 55 cents a basket, but the best Crawford were a little higher. Cooking pears brought from 35 to 40 cents a basket, and Bartlett 70 to 75 cents. Apples sold for 50 and 70 cents a bag.

There was a large supply of tomatoes, and they were cheaper, selling for 40 cents a bushel. Potatoes sold for 50 cents a bushel.

Eggs brought 15 and 18 cents a dozen. Butter was plentiful at 20 and 23 cents a pound.

**Grain Markets.**  
Wheat, 98 to 99; spring, 95; goose, 81. Oats, 35 to 38. Rye, 63. Peas, 60 to 65.

**Toronto Markets.**  
Toronto, Sept. 8.—Wheat, fall, per bush, 96c. to \$1.00; spring, per bush, 90c. to 95c.; goose, per bush, 85c. to 90c.; barley, per bush, 53c. to 55c.; oats, per bush, 35c. to 37c.; dressed hogs, per cwt., \$7.00 to \$7.50; chickens, per pair, 50c. to 60c.; butter, per doz., 14c. to 18c. to 20c.; eggs, new laid, per doz., 15c.; apples, per bbl., \$1 to \$1.75; turnips, yellow, per bag, 35c. to 40c.; beets, per doz., 15c. to 20c.; parley, per doz., 15c.; cabbage, new, per doz., 30c. to 40c.; carrots, per doz., 15c.; celery, per doz., 50c. to 75c.; onions, per doz., 15c.; peas, per bag, 75c.; radishes, per doz., 15c.; lettuce, per doz., 20c.; asparagus, per doz., 40c.; hay, old, \$15; hay, new, \$13 to \$16; straw, sheaf, \$2.50 to \$3.00.

**BAKING POWDER.**

**ORIGINAL. No. 1.**  
**Sponge Pudding.**

BY MARION HARLAND.

2 full cups of flour, 1 tablespoonful of melted butter, 1 cup of powdered sugar, 6 eggs—the whites only—whipped stiff, 2 cups of milk, 1 teaspoonful of rose-water or other colorless flavoring extract, 1 full teaspoonful of Cleveland's baking powder.

Rub butter and sugar to a cream, stir in gradually the milk, then the frothed whites; lastly and very lightly, the flour which has been sifted twice with the baking powder. Bake in cups or a mould. Eat hot with liquid sauce.

Use only Cleveland's baking powder, the proportions are made for that.

Cleveland's Baking Powder is absolutely the best, because:

It is pure and wholesome;  
It is richest in cream of tartar;  
It is highest in leavening power;  
Food raised with it keeps moist and fresh;

It is the most economical;  
always gives uniform results;  
is absolutely free from adulteration.

One trial proves its superiority.

**GROCERIES.**

**THEY'RE CRACKERS**

## AMUSEMENTS.

## GRAND INTERNATIONAL DOG SHOW

TO BE HELD IN THE

THISTLE RINK, ROBINSON ST.,

On Sept. 8, 9, 10 and 11, 1891

\$25,000 WORTH OF DOG FLESH

THE MOST FAMOUS DOGS IN AMERICA ON EXHIBITION.

ALL KNOWN BREEDS REPRESENTED.

A HIGHLY INTERESTING AND INSTRUCTIVE EXHIBITION.

THE MOST FASHIONABLE ENTERTAINMENT OF THE SEASON.

Don't forget or mistake the place: The Thistle Rink, Robinson street, Sept. 8, 9, 10 and 11. Street cars and Hamilton and Dundas railway to the Show Building.

Doors open daily from 10 a.m. to 10 p.m., except from 6 to 7 p.m., during which hour the dogs are fed.

Admission, 25 cents; Children, 15 cents.

**KNOX CHURCH SCHOOL ROOM.**

**A LIME LIGHT EXHIBITION**

—WILL BE GIVEN ON—

Thursday Evening, Sept. 10, at 8 o'clock.

Rev. Mungo Fraser, D.D., will give an evening's comment on some of the places visited by him. Admission, 10 cents; children, same price.

**AUCTION SALES.**

**AUCTION SALE**

—OF—

Household Furniture, Carpets, Stoves, Etc

**THOS. BURROWS WILL SELL BY AUCTION**

on WEDNESDAY, Sept. 9, at 3 p.m., at the frame dwelling, No. 57 Smith ave., the entire of the furnishings, parlor set in raw silk, center and side table, tapestry carpets, hall stand, carpets, sideboard, table, crockery, curtains, Art Garland range and self-feeder, the contents of three bedrooms sets, mattresses, ware, etc.

Terms cash.

**MORTGAGE SALE**

OF

**Valuable City Property.**

**PURSUANT TO THE POWER OF SALE**

contained in a certain mortgage, which will be produced at the time of sale, there will be offered for sale by public auction at Robert Hunter's auction room, No. 26 Merrick street, Hamilton, on Saturday, the 19th day of September, A.D. 1891, at the hour of twelve o'clock noon, the following valuable city property, that is to say: The south half of lot No. 87 on the east side of West avenue in Hugh Bowlsby Willson's survey of a tract of land lying immediately to the north of King street, in the easterly part of the said city of Hamilton.

There is on the said property, which is well located, a substantial two-story brick dwelling-house known as City No. 110 West avenue north

**TERMS**—Ten per cent of the purchase money to be paid at the time of sale and the balance with interest at 6 per cent at the expiration of fifteen days thereafter, or a portion of the purchase money to be agreed upon between the parties may at the purchaser's option be allowed to remain on mortgage for a term of years with interest at 6 per cent.

The property will be offered subject to a reserved bid.

Dated 1st of September, A.D. 1891.

For further particulars apply to J. H. Pringle, solicitor, Hamilton, or to Robert Hunter, auctioneer.

ential two-story brick residence  
City No. 110 West avenue north  
percent of the purchase money  
time of sale and the balance  
of the purchase money at the expiration  
of fifteen days thereafter, or a portion of the  
purchase money to be agreed upon between the  
parties may at the purchaser's option be allowed  
to remain on mortgage for a term of years with  
interest at 5 per cent.  
The property will be offered subject to a re-  
served bid.  
Dated 1st of September, A.D. 1891.  
For further particulars apply to Bell & Pringle,  
vendors' solicitors, Hamilton, or to Robert Hunter,  
auctioneer.

### MORTGAGE SALE

Valuable Two-Story Brick Residence and  
Large Lot in the City of Hamilton.

**UNDER AND BY VIRTUE OF THE POWER**  
of sale contained in a certain mortgage,  
which will be produced at the sale, there will be  
sold by D. A. Hyslop, auctioneer, at his auction  
rooms, 74 King street west, in the city of Hamilton,  
on SATURDAY, SEPT. 28, at 2 o'clock p.m.,  
that parcel of land on the south side of Hunt  
street, now in the city of Hamilton, on which  
a house, No. 19 Hunt street, is erected, having a  
frontage of sixty feet on Hunt street and a depth  
of 130 feet, and being that part of lot No. 19, in  
the second concession of the township of Barton,  
described as follows: Commencing at a point on  
the south side of Hunt (formerly Market) street,  
at the distance of 150 feet from the southwest  
angle of Dundurn and Hunt streets, thence  
southerly and parallel with Dundurn street, 130  
feet more or less, to a post; thence westerly  
parallel with Hunt street, sixty feet more or less,  
to a post; thence northerly, parallel with Dun-  
durn street, 120 feet more or less, to Hunt street;  
thence easterly along Hunt street, sixty feet  
more or less, to the place of beginning.  
The house on said lot is nearly new and in an  
excellent state of repair, and the lot is a level  
and very large one. The vendors reserve one bid.  
**TERMS OF SALE:** Twenty percent of the pur-  
chase money on the day of sale and sufficient to  
make up one-half thereof in one week thereafter.  
The balance may be paid in cash or remain on  
mortgage at purchaser's option. For further  
and full particulars of sale apply to SMITH &  
FARMER, 9 James st. north, Vendors' Solicitors.

### EDUCATIONAL.

## HAMILTON ART SCHOOL

### PUBLIC LIBRARY BUILDING.

**THE DAY AND EVENING CLASSES WILL**  
reopen for the Winter Session on TUES-  
DAY, SEPT. 15. Drawing, Painting, Designing,  
Modeling, Engraving, Architecture, Engineer-  
ing, Geometry, Mechanics, Mathematics, etc.

**THE ANNUAL EXHIBITION OF STUDENTS'**  
WORK will be held Thursday, Friday and Satur-  
day, Sept. 10, 11 and 12, from 10 a.m. to 9 p.m.

**THE ANNUAL MEETING** of members, distribu-  
tion of prizes and election of directors at 9  
p.m. on Monday, Sept. 14.  
W. A. ROBINSON. HUGH MURRAY,  
President. Hon. Sec. Treas.  
J. JOHN IRELAND, Principal, to whom all in-  
quiries should be made.

### FURNITURE.

## Dominion Furniture Co

117-119 KING STREET EAST.

We are offering the best and cheapest

## BARGAINS

IN THE CITY.

## Bedroom

-AND-

## Parlor Suites

## Sideboards

AT AWAY DOWN PRICES.

## DOMINION FURNITURE COMPANY

117-119 KING STREET EAST

Opposite Ladies' College.

teration.  
One trial proves its superiority.

### GROCERIES.

## THEY'RE CRACKERS

Are the New York Soda Biscuit we have now on  
hand. We have also Van Derveer's Celebrated  
Ginger Snaps, 3 lbs. for 25.

### SNOWFLAKE BARLEY,

a quickly prepared, very nutritious, brain, nerve  
and muscle food. This article makes a very  
wholesome porridge, and is an excellent diet for  
dyspeptics, especially when used with our Des-  
ticated wheat.

### WATT'S CASH GROCERY

56 King St. East, opp. P.O. Telephone 703.

## EXHIBITION.

The following goods in our King st. window:

Imported Glasgow Pease Meal.  
Stephens' English Pickles, 2c. bottle.  
Pure Demerara Crystal Sugar.  
Finest Japan Rice.  
Dahl's Dyspepsia Cakes,  
and a large assortment of fancy groceries. An  
inspection of goods and prices will well repay  
you. -Ginger Ale is still going as fast as ever.

## HAZELL & SON

Corner King and Macnab streets.

## Great Bargains in Teas

**HAVING GIVEN THE PUBLIC CHEAP**  
sugars, we are now in a position to sell them  
on the same basis for 30 days only.

5 lbs. Best Young Hyson \$2.10.  
5 lbs. Best Mixed \$2.10.  
5 lbs. Best Congou \$2.10.  
5 lbs. Best Ceylon \$2.10.  
5 lbs. Best Japan \$2.10.

We guarantee the above teas the best imported.  
Also choice stock groceries, wines and liquors at

**GREIG & McDONALD'S**  
10 Market square, successors to Cyrus King.

### EXCURSIONS.

## Hamilton Steamboat Company

### TORONTO EXHIBITION.

## STEAMER MODJESKA

Fare for Round Trip 75c.

Passengers landed at main entrance. Tickets  
good going 8th to 18th Sept. returning until 21st  
Sept. 1891.

Leave Hamilton - 7.45 a.m. and 3.15 p.m.  
Leave Toronto - 11 a.m. and 3.15 p.m.  
\*Calls at Oakville and Exhibition Grounds.  
J.B. GRIFFITH, Manager.

### CHEMIST AND DRUGGIST.

## Bloxam's Electric Hair Restorer

**RESTORES GREY HAIR TO ITS ORIGINAL**  
color, beauty and softness. Keeps the head  
clean, cool and free from dandruff. cures irrita-  
tion and itching of the scalp, gives a beautiful  
gloss and perfume to the hair, produces a new  
growth and will stop the falling out in a few  
days. Will not soil the skin or the most deli-  
cate head dress. Full directions with each  
bottle. Try it and be convinced. Price 50 cents  
per bottle. Refuse all substitutes.

SOLE AGENT FOR CANADA.

## H. SPENCER CASE

Chemist and Druggist, 50 King street west,  
Hamilton, Ont.

### LUMBER.

## HAMILTON LUMBER CO

117 JACKSON STREET EAST.

MANUFACTURERS OF  
All Kinds of Dressed Lumber, Sash, Doors,  
Blinds and Boxes.

Fence Timber, Shingles, Laths and All Lum-  
ber always in stock. Telephone 311.

Work has been  
power station of  
light and power company at the corner of  
Main and Catharine streets. The building  
will be brick, one story high, with a front-  
age on Main street of seventy-two feet and  
a depth of 137 feet six inches. It will cost  
\$4,000. The roof will be of corrugated  
iron. All the dynamos will be removed  
from the present building into the new one  
when it is completed. A number of ad-  
ditional dynamos will be secured. There  
will be a floor area of 8,000 square feet.

The old building will be rented for  
power purposes, but the engines will be  
kept there. Two pairs of new engines, 600  
horsepower each, will be purchased, making

was said and when the train was about to  
see the train doing so. At that time  
the end of the bridge was half way across  
the canal. It was between the Ocean house  
and the bridge that the train driver shut off  
steam, as near as I could judge my engine  
was quiet then, as I had raised the "kams"  
of the bridge. I had an idea that he had  
broken loose and was getting away from the  
rear of his train. At night it takes six or  
seven minutes to close the bridge." The  
bridge watchman was somewhat longer than  
usual in giving the signal as the night was  
dark and he had to scan the lake for vessels  
before closing the bridge. It was only  
about three and a half to four minutes from  
the time the train was at the Church cross-  
ing until it went into the canal.

The coroner—Do you think the signals are  
sufficiently placed for safety? A.—They  
suit me well enough. I don't think the  
man knew the road or he would never have  
came up that far using steam.

Juryman Field got up very excitedly to  
try to break down the witness' testimony,  
and delivered a sort of running argument  
against all the answers to his questions  
until the witness and he got into a jangle,  
and Foreman Reid had to interfere. "See  
here, Mr. Field," he said, "you can ask a  
witness questions on points you are not  
clear about, but you cannot go at a witness  
and badger him like that and make a bur-  
lesque of this jury."

"Yes, you'll have to curb yourself," said  
the coroner. "You can go on now."

"Well, I'm kind of mixed now," said  
Field. "I'll sit down and get my ideas  
straightened out."

To Juryman Allen—On one occasion in  
day time a passenger train ran on to the  
bridge with the signals dead against her.

To Mr. Logie—The train was going twelve  
to fifteen miles an hour when it went into  
the canal.

To Mr. Teetzel—If the train had stopped  
at the north end of the switch Hall would  
not have been able to get his train on the  
bridge without backing up and taking a  
run at it with a light engine such as he  
had.

Charles Stiff recalled said there are  
home and distance signals and a green  
light at the west end of the Welland swing  
bridge.

Juryman Dixon produced a copy of the  
order about which so much talk has oc-  
curred in reference to railway men having  
to pay for pilots when they are furnished.  
The statement was contained in a letter  
from Mr. Stiff to Mr. Larmour and was not  
intended as an order. The letter states  
that two pilots should not be supplied for  
one train, one to the driver and another to  
the conductor; that one pilot on a train  
was enough and if more than one was de-  
manded the trainmen would have to defray  
the expense. "Those are my sentiments  
exactly," concluded Mr. Stiff, after reading  
the letter aloud. He had no knowledge of any  
unpleasantness occurring through a man  
asking for a pilot—in fact, trains are often  
delayed owing to the necessity of waiting  
for pilots. When a man has gone over the  
road two or three times he should know all  
about it.

John Rose, conductor of the auxiliary  
train that went out to the wreck, swore  
that two or three cars back from the one  
that was hanging over there was a coupling  
broken and a space about eighteen inches  
between the cars. Driver Hall rode up  
with him from the beach road, but did not  
give any explanation of how the accident  
occurred. Witness always found the exist-  
ing signals good enough.

John Phillips, agent at Fort Erie, swore  
that Conductor Campbell never asked him  
for a pilot before leaving on the trip, though  
he had a conversation with him.  
Frederick Partlow, bridge tender at the  
canal, said he had been there for six months,  
and had previously been a sailor. His duty  
was to watch for trains and vessels, and give  
signals for the trains to come over. He  
corroborated the testimony of the engineer  
to a large extent. He did not think he  
could positively have had the bridge swung  
in time before the train reached the canal.  
He had never seen a train pass a semaphore  
without stopping. When the train went  
over it was going at twelve to fifteen miles  
an hour.

Arthur H. Smith, who is in charge of the

COAL TRAIN  
SLING BRIDGE  
INQUEST

HS 8 Sep 1891

2/21

Winfield S. Seymour \$3,000 and George T.  
Nevison \$2,000. The balance of the estate,  
after payment of the legacies, will be  
divided amongst Clarence Seymour, Mrs.  
Pratt, T. H. Pratt, Anson H. Birge, Mrs.  
Elizabeth M. Andrews, Albert W. Seymour,  
W. S. Seymour and George T. Nevison.  
The estate in Ontario is valued at  
\$28,600, of which \$1,500 is realty.

### JUST DISCHARGED.

A Judgment Debtor Liberated By Judge  
Muir.

Yesterday Henry Jost was taken to jail  
on a commitment issued under a judgment  
summons at the instance of the Hamilton  
gas company, which has a claim of \$25  
against him. Lawyer Livingstone hunted  
up Judge Muir, and on making a statement  
of the facts he secured Jost's discharge on  
condition that he would appear to-day to  
be re-examined as a judgment debtor. Jost  
was in jail for three hours.

This morning Jost was examined before  
the judge. K. Martin, looked after the in-  
terests of the gas company. Jost swore that  
he was unable to pay the judgment and he  
was discharged. He says the gas company  
has been after him for three years, and  
that the costs are now more than the judg-  
ment.

### THE NEW MANAGER.

Purser Middlemas, of the Modjeska, Will  
Run the H. and D. Railway.

Eli Middlemas, who for the past two  
years has been the popular purser of the  
steamer Modjeska, of the Hamilton naviga-  
tion company, has been appointed manager  
of the Hamilton and Dundas street railway,  
and will assume the duties of his appoint-  
ment in a few days. Mr. Middlemas has  
had considerable experience in railway  
business, having been connected with the  
old Great Western, latterly the Grand  
Trunk, before his engagement on the  
Modjeska began.

He will assume the duties of the position  
immediately.

### RECEPTION TO REV. DR. LAIDLAW.

A Pleasant Evening Spent in St. Paul's  
Church School Room.

Last night the Y. P. S. C. E. of St.  
Paul's church tendered a reception to Rev.  
Dr. Laidlaw on his return. An exceedingly  
pleasant evening was spent. There was  
music, instrumental and vocal, and several  
addresses. On behalf of the society Miss  
Rennie, the president, presented a beauti-  
ful basket of flowers to the pastor. Many  
members of the congregation were present.

Miss Rennie is the retiring president of  
the society, and she was also given a hand-  
some bouquet. R. S. Wallace acted as  
chairman.

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RAWING.

H. Brand's St.

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ART MILE.

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SUFFALO.

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## THE BEACH ACCIDENT QUEST

### THE TRAINMEN EXONERATED AND THE COMPANY CRITICISED.

Distant Signals Are Necessary For Safety, and the Jurymen Therefore Recommend That the Present Near Signals Be Supplemented—The Coroner's Remarks.

The inquest on the beach disaster was resumed a No. 3 police station last night. Coroner Woolverton and the jury seemed to be somewhat tired of the inquiry and started in with an evident desire to finish. This very worthy ambition was only partially realized, for enough unimportant questions were asked to keep the quest going twice as long as was necessary. Messrs. Field and Allen were the chief offenders in this respect, the former getting on his feet times without number to ask "one more question and I am done," each time resuming his seat in a self-satisfied way that he had made his point, and that it was a most important one, and urging the coroner to "put that down." Mr. Allen's ire was raised at Mr. Larmour's guarded, non-enthusiastic replies. Ald. Dixon's studied silence was painfully oppressive.

W.S. McBrayne as Mr. Teetzel's sub-watched affairs in the interest of the Grand Trunk, while Lawyer Logie was present on behalf of his client, Engine Driver Hall.

Mr. McBrayne tendered a sworn statement from John McCready, yardmaster at Fort Erie, who lost an arm the day after the beach accident. The statement was as follows: "I, John McCready, at present of the city of London, in the county of Middlesex, railway employe, do solemnly declare that I was employed by the Grand Trunk railway company of Canada on and for some time prior to the 30th day of August last past as yardmaster at Fort Erie; that on the said 30th day of August last I called Conductor Campbell, and gave him orders to run a special freight train from Fort Erie to Toronto. The said Campbell said he had not been over the road very often and would like a pilot. I said to him you had better go and see the agent. He went towards the agent's office. I did not refuse to give him a pilot. This is all I had to do in the matter. I am at present confined in the hospital at London."

"Signed, JOHN MCCREADY."

Thos. Allen objected to the statement being received, but the coroner overruled him and said it was permissible. He had requested it in view of McCready's inability to be present. Mr. Allen did not consider McCready in a fit condition to make a reliable statement, owing to the shock to his nervous system consequent upon the recent amputation of his arm.

Assistant Superintendent Larmour was the first witness. He said it was part of his duty to grant pilots, but it was not always necessary to appeal to him. The agent at any terminal point could order a pilot. No application was made to him for a pilot in the present case.

To Jurymen Allen Mr. Larmour said a man ought to become sufficiently acquainted with a short route in one trip to take a train over safely. The only thing to be remembered on the road from Fort Erie to Toronto was the canal, and this would so impress itself on a man's mind as never to be forgotten. No train had ever, to his knowledge, gone into the canal before.

Several jurymen proceeded to badger the witness, and Mr. McBrayne objected that the questions were trivial. The witness said he had seen McCready in the afternoon and he was in the best of spirits and quite responsible. He believed that the canal bridge was quite safe for trainmen if ordinary precautions were taken. He had never heard any complaints about the lights. The company had taken the road from the N. and N. W., and no change had been thought desirable. He would not admit that distance signals were necessary; some of the engineers objected to them as misleading. He considered it would be dangerous to alter the signals at the bridge.

Mr. Smith and others—say that they think the bridge is sufficiently protected by one semaphore at each end of the bridge, and cite in favor of this that this is the first accident involving the signals that has happened there since the bridge was built about fifteen or sixteen years ago. It has been shown that there are at other drawbridges upon the line of the G. T. R. two signal-posts, a near and a distant one. Accidents, I believe, have occurred at these drawbridges, attended with loss of life, as at Merritt, even when protected by two signal-posts at either side. It will be your duty to weigh this carefully in your minds and say if you think it bears upon the accident before you. Is it or is it not your opinion that the accident would not have occurred if there had been a distant signal-post? If it is your opinion that it would not have occurred if a distant post had been there, the conclusion must necessarily follow that the railroad authorities are to blame for not taking precautionary measures against accidents of this kind and a corresponding responsibility must rest upon them. If you are not able to say that the accident was due to the absence of this distant signal, then of course you must look elsewhere to find the person or persons responsible. It seems clear to me that you must decide upon this point. Did the absence of this distant signal contribute to or lead up to this accident, or did it not? We have had skilled evidence that one signal is sufficient protection. The trainmen say not. I will leave it to you to decide as seems most just to your minds. We now come to consider the responsibility, if any, if those immediately concerned in the accident: the trainmen and the bridge watchman. Conductor Campbell was in charge of the train. If he conducted his train no better than he conducted his evidence I am not surprised that it came to grief. I may frankly say that I was not favorably impressed by the way he gave his evidence and in contrast with Engineer Hall, with whose frankness and straightforwardness I was very favorably impressed. Campbell says he had only been on the road once, and asked for a pilot. It subsequently was found under his own handwriting, that he had been over this part of the road on four occasions prior to this accident, and that the unfortunate brakeman Shaw was with him on each occasion. Does it not seem that four trips over a short line should acquaint him with the lay of the road so that he could conduct a train over it without a pilot? With Hall, the engineer, it was different. He had only been over the road once before, and being convinced in his own mind that he knew the road, he did not ask for a pilot. He frankly states that he knew there was only one danger signal at the bridge, and says he saw it from near the Church crossing, 85-100ths of a mile away. After passing this crossing, at about twenty miles an hour he says he shut off steam and gave a long whistle for the bridge and to notify the brakemen. After crossing the south end of the beach siding he gave a distinct whistle for brakes, but he states he had no idea of danger then; that it was not till he got between the siding and the Ocean house that he became alarmed; that his speed was too great to stop before reaching the open bridge. From the north end of the switch to the Ocean house platform is only 383 feet, and rather falling grade, and from the Ocean house to the bridge 584 feet. So that he was only between 300 and 400 yards from the bridge, and running probably fifteen miles an hour before he realized his danger. Far too short a space to stop his train as is shown by the fact that it was going, he says, about eight to ten miles an hour when it leaped into the canal. It is difficult to see how he made such a miscalculation of the distance, when the light could be seen nearly a mile away. But I have no doubt he honestly did so. Now the question for you to consider is, Could this miscalculation have been prevented? Can you say that the accident would not have occurred if there had been a distant signal light? If you are of that opinion then it is clearly advisable that such a light should be there. I am told that the engineers with heavy pulling trains, such as coal trains, are very loth to stop near an up grade such as there is for about 600 feet before reaching the canal, on account of the difficulty of starting

distant signal semaphores on each side of the bridge in addition to the present near signals. The jury also recommends that the Grand Trunk railway place such distant signals as an additional protection to this part of the road.

The jury was not unanimous. Ten were in favor of the verdict, and six dissented.

## THE ROBINSON CIRCUS.

An Excellent Show Given By the Grand Aggregation of Wonders.

The Robinson circus showed to very large business here, both in the afternoon and evening. At the evening performance

the big capacity tickets. for adm weather everyth a profits Gene pleased circuses on the satisfac Solo the op Nothin such ar very at group really aid of greatly to the effect of the spectacle. In connection with the production is a very numerous and well-trained ballet, whose dancing and posturing were warily enjoyed. The triumph procession approaching with the Queen of Sheba was another feature of the spectacle that merited the warm applause it received.

The large circus tent contained three rings. There are usually four, but the lack of space prevented Mr. Robinson fulfilling his promise in that respect, as the tent had to be curtailed in size about fifty feet. But three rings are enough for any commonly constituted mind to grasp. In fact the spectator who can take in all that they do in a triple-ringed show has a big contract for his eyesight. The performances on the sawdust yesterday were many of them novel, all admirable, and a few wonderful. The bareback riding was unusually daring and clever. Especially commendable was the agility of the gentleman who turned one consecutive somersault in mid-air while riding at full gallop on a barebacked horse. Another rider leaped from the ground to a horse's back while on the gallop without touching it with his hand. The manege riding of the ladies, while not as varied as some that has been here, was very clever, and the riders were exceedingly graceful and accomplished. The clowns were numerous and amusing, and the trapeze work and tumbling were all that could be desired. There were pony, horse, obstacle, chariot and wheelbarrow races that excited considerable interest and seemed to be keenly contested. And the whole elaborate spectacle wound up with a grand concert after each and every performance.

The menagerie was the weak point of the show. The number of animals was small and the quality only fair to medium, and the display was eked out with an auxiliary of hump-backed horses, three-horned cows and other dime-museum freaks.

The show is in St. Catharines to-day and thither with it has gone W. H. Josephs, the genial and entertaining press agent, and he has taken with him his soul-illuminating smile. While here he was exceedingly courteous and attentive, and those who had the pleasure of coming in contact with him would like to see him do well. After reaching the frontier the show makes a long jump down into Virginia.

At the afternoon performance there was a bad spot outside the ring, and several of the riders in the races were thrown from their horses, but were not injured. After the circus there was a balloon ascension. A young fellow went up hanging to a strap, and when the balloon got a considerable distance in the air he descended in the parachute.

## WANTED IN BELLEVILLE.

Simon Frank Arrested For Fraudulently Removing Furniture.

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Juryman Field wanted to know if it was not necessary for the safety of passenger trains stopping at the Ocean house, even if there was no canal at the Beach, to have a semaphore on the line.

The coroner protested that the question was not pertinent to the inquiry, and that time was being wasted, but Mr. Field insisted that the place was a dangerous one and he proposed to prove it so and get at the facts if it took three weeks.

To Mr. McBrayne witness said there was no regulation requiring a man who asks for a pilot to pay for him. After the beach road had been open some months some trainmen had been demanding two pilots—one for the engineer and one for the conductor. Mr. Stiff wrote a letter on the subject stating that conductors ought to know the road or pay the pilot when there was one on the engine. No trainmen had ever been docked in their wages because of a pilot being supplied. Two pilots had been sent on a train when neither was familiar with the whole of the road.

Edward Drew, locomotive inspector, was called. He ran over the road at the beach when he was in the employ of the Northern and Northwestern, and was over the road last July. He was familiar with the red light, but could not say at what distance it could be observed. Never had any difficulty in stopping his train when approaching the bridge, but said it was pretty hard scratching getting up the grade sometimes. He had got stalled with twenty-three cars of coal when going up the grade, the engine and two cars only reaching the bridge. There would be no trouble in stopping a train if everyone attended to business. It is strictly against the rules to run a train past a red light, but it is not uncommon for trainmen to do so.

To Mr. Logie the witness said: "Switch lights are not danger signals, unless they are against you." A white light and a red one would have a tendency to mislead if they were only 150 feet apart. Mr. Logie could not make much out of the witness, and in desperation asked him if he was afraid of getting discharged.

To Juryman Field the witness said he had a pilot about three times when he was first employed on the Northern and Northwestern.

The Coroner's Address to the Jury. This closed the evidence, and the coroner addressed the jury as follows:

GENTLEMEN: The frequent occurrence of railroad and other accidents but proves the truth of the saying, "It is human to err." Accidents would be few in number if the "some one has blundered" could be eliminated from the process of human affairs. We take it then that accidents must and will happen. Still, proneness to error does not relieve us from responsibility. If suffering and misery come from mistakes and errors in judgment, the responsibility must rest upon the shoulders responsible for the suffering. Some accidents are practically unavoidable as when sudden outbursts of natural law occurs, such as floods, earthquakes, lightning strokes, etc. The degree of responsibility must vary continually. Each accident must be judged by its environments. I think it would be right in this case to ask, Was proper care and precaution used by those in charge of the train in approaching a dangerous spot like this canal bridge, especially when not very familiar with the road? When you have settled this point it might be pertinent to ask, Were proper precautions taken by the road authorities to guard against accidents? It seems to me that the responsibility for this accident must rest with either one or the other, or with both. Let us examine briefly into the evidence. The witnesses—Mr. Stiff,

four when he reached the bridge, found it difficult to see how he made such a miscalculation of the distance, when the light could be seen nearly a mile away. But I have no doubt he honestly did so. Now the question for you to consider is, Could this miscalculation have been prevented? Can you say that the accident would not have occurred if there had been a distant signal light? If you are of that opinion then it is clearly advisable that such a light should be there. I am told that the engineers with heavy pulling trains, such as coal trains, are very loth to stop near an up grade such as there is for about 600 feet before reaching the canal, on account of the difficulty of starting the train, and that in consequence they do not wish to slow up more than is absolutely necessary. Whether this influenced Mr. Hall at all I am unable to say. It is a rule of the railroad company that all trains shall come to a dead halt before reaching the canal, and that under no circumstances are they to pass a danger signal guarding a drawbridge. Do you think (Engineer Hall complied or did his best to comply with these rules? There is no doubt he tried to stop the train as soon as he appreciated danger, but unfortunately this appreciation of danger came too late. Did he take all due precautions to avoid danger, or did he take too much for granted in supposing the bridge would be closed, and that he could pass over without coming to a dead stop? He states that he believes the accident was due greatly to misjudging the distance. He made a mistake, and that this would have been avoided if he had had train hands who knew the road. It has been shown that Conductor Campbell and Brakeman Shaw had been over the road on previous occasions. It will be for you to consider whether this would be sufficient to render them so familiar with the road that they could instruct the engineer of his near approach to danger. He says they did not do so. Again, did the bridge watchman use sufficient care and take the prompt action he should have done in closing the bridge when a train was approaching it at night? The law says the bridge is to be kept open for passage of vessels and closed when trains approach, if no vessels are at hand. He states the bridge could not have been closed if he had begun to do so when he first heard the train, as it was running at too great a speed. There seems to be no rule as to the time before a train arrives that he shall begin to close the bridge. It seems to be left to his own judgment. There is no evidence to show that he did not use all means in his power to close the bridge, so that I cannot see that any blame can be attached to him. It is an old saying that "it is too late to lock the stable door after the horse is stolen," but it is not too late to consider whether anything can be done to give greater security to such dangerous places as the scene of this accident. It is your duty to calmly weigh the evidence produced before you, and throwing aside all prejudice, to give your honest opinion and try to lay the blame, if there be such, upon the right shoulders. The whole gist of the matter lies in the confession of the engineer that he made a mistake as to his distance from the bridge. There can be no doubt on this point, as it is self-evident from the speed of the train when it went in the canal. Does it not seem that the conductor and Brakeman Shaw should have warned him, for they should have known the position of the bridge better from the experience given by four former trips. The responsibility it seems must rest upon them to a greater degree than upon the engineer.

I have tried to present the case fairly to you, and if there be any question arising from the evidence which you desire to know I will be glad to supply it if in my power.

#### The Verdict.

The jury retired at ten o'clock, and it was one o'clock before a verdict was reached. The verdict is:

"That the deceased, Robert Shaw, came to his death by drowning in Burlington canal, owing to a train, on which he was brakeman, running into the canal, the bridge not being closed. The jury is of the opinion that the accident was due to men inexperienced on this part of the road being in charge of the train and exonerate them from blame. The jury thinks the Grand Trunk railway is to blame in not having

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#### WANTED IN BELLEVILLE.

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This morning Detectives Campbell and Doyle arrested Simon Frank on the strength of a warrant from Belleville. Frank is wanted there on a charge of fraud.

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COAL TRAIN  
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#### A Remarkable Company.

Many people who do not usually go to the theater will be found in the Grand opera house chairs next week when the Royal Midgets will hold the boards. All readers of Gulliver's Travels—and who has not read the book?—will be anxious to see what a really clever company of miniature ladies and gentlemen can make of the story of Lilliput. These little people are not freaks—they are perfectly formed, clever little artists, and their performances always attract the attention of the best people. Children are always delighted with the Royal Midgets, and older people find much in their unique performances to instruct and entertain. The Royal Midgets give an extraordinary show.

#### Don't Go to Sleep.

But awaken to the fact that the cheap sale of pipes is still going on at the Owl cigar store, 91 King street, opposite Sanford's. We have just received a shipment of the finest imported cigars. A trial of these goods will satisfy the most particular smoker as to their superior quality.

STYLISH collars, cuffs, shirts, ties, scarfs, gloves, braces, hats, caps, umbrellas and waterproof coats at Treble's, corner King and James streets.

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## THE BEACH ACCIDENT QUEST

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CANAL DISASTER  
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INQUEST VERDICT  
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Weekly  
HS 17 Sep 1891

Fassett For Governor of New York.

BUFFALO, N. Y., Sept. 9.—The Republican state convention, held at Rochester to-day, nominated J. Sloat Fassett, the recently appointed collector of the port of New York, for governor on the first ballot and a full state ticket by acclamation. The platform endorses Harrison's administration; refers with gratification to Blaine's efforts to increase trade by reciprocity with South American nations; supports the party's attitude in regard to protection as exemplified by recent national legislation, and endorses the vigorous enforcement of the alien labor contract law. Fassett, as the candidate of ex-Senator Platt, the famous "me too," meets decided opposition in his own party. The Buffalo Express and Buffalo News, both influential Republican papers, are hostile to the nominee, and so determined has been their attitude in advance of the convention that they are hardly likely to support Fassett.

## AN UNPLEASANT SURPRISE.

Mr. T. H. and B. Young Served With a \$45,000 Writ.

Brantford Courier Sept. 12.

J. H. Young, the T. H. and B. projector, and his lawyer, Mr. Carcallen were in town yesterday. When they left last evening they were treated to an unpleasant surprise, in the shape of a writ for \$45,000 served upon them at the station.

The circumstances of the case have proved somewhat difficult to get at, but it would appear that for some time past the B. W. and L. E. directors have been fully determined to bring matters to a close. They have felt it to be a necessity to protect themselves, but not wishing to be too harsh, several times delayed giving notice of the forfeiture of Mr. Young's \$40,000, which, according to the agreement, lapsed some time ago. Meanwhile it is claimed on the part of the local board that they have paid out between \$2,000, and \$3,000 for debts contracted by Mr. Young while they have been waiting for him to close the deal. Finally Mr. Young was given notice that he must come to time on or before Aug. 31. It is understood that the demand involved a sum of not less than \$125,000, and this apparently Mr. Young was unable to secure; at any rate he did not pay it over at the time specified, but he has since with his lawyer paid several visits to the city, and the directors, thinking something might yet come of it, still waited. They consulted, sifted and talked matters over with Mr. Young, and as a result they considered that they had established beyond reasonable doubt that the chief projector did not possess sufficient backing. Acting upon this belief they caused a writ to be issued yesterday, and as before stated it was handed to Mr. Young while he was at the depot, waiting his train for Hamilton. He took the new turn of affairs with his usual imperturbability, and whatever he felt did not show it.

The writ is for \$45,000, or about one-third of the B. W. and L. E. directors' claim. In addition they have secured the \$40,000 forfeit and about \$15,000 of rolling stock. Mr. Young has been a heavy loser, and, although an undoubtedly clever man, he has evidently over-estimated his power in this T. H. and B. enterprise.

The local directors have given him all the extension that he could reasonably expect while they have at the same time

## PULLED UNDER BY SH

AN AWFUL SPECTACLE IN  
SOUTH SEA.

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father. Both, however, were to pieces. One young girl had almost in a canoe when a shark seized her in middle and dragged her down.

## SAYS SHE IS A FRAUD.

Cardinal Taschereau Condemns a Little Who Cures.

QUEBEC, Que., Sept. 14.—A mand from Cardinal Taschereau was read Catholic churches yesterday condemning the faith manifested in a little girl, who exhibited herself to the credulous Canadian population as endowed with supernatural curative powers. The cardinal says that it is not only ridiculous but also a sin, on the part of the people here, as the girl by the way, is only eight years old, performed some very remarkable cures, among which is that of cancer years old, which was eating the life of a woman. The cancer decayed and magic touch of the child and the work now in a fair way of recovery. The of the child has grown to such an extent that a Protestant minister of Ottawa has made a special trip to Quebec to the little wonder, and actually brought to Ottawa to try to cure his wife, who has been given up by some of the most recent specialists.

## A Successful Entertainment.

One of the most successful garden parties ever held in Barton township was given by the young people of the W. church Sunday school, Barton, at the house of George Marshall, North Glan Sept. 9. About 400 people were present and mine host and hostess did all in power to make everybody comfortable and happy. The driveway in and the lawn beautifully decorated with flags and lanterns. On the lawn several long tables laden down with a delicacies of the season. Peaches cream were served in abundance, and many visitors from Hamilton were lighted with the drive and the cordial reception which mine host Mr. Marshall tendered to them. After 9 p.m. the lights were cleared, and games on the lawn a splendid programme of music, recitation, etc., was given in the house for all who could gain admittance. Dr. Young occupied the chair, and Miss Marshall presided at the piano. The instrumental music by the Pratt family, much admired; also songs and recitations from several of the young people. Little Miss Lawry sang, "I Am God's Little Girl," which was well received and the best event of the evening. John Malloy sang his old favorite, "A Drapkin," and received an encore. Mr. Ridges and George Marshall assisted. We Won't Go Home Till Morn. The proceeds, which amounted to \$9 will be of great service to the W. school. James Marshall, the superintendent, was much pleased to see so many friends turn out to assist him in the taking, and everybody returned home singing the national anthem, well satisfied with their evening's entertainment. Hamilton and Barton officials threw the boligates open for all who wished to go out from the city.

Delearte Physical Culture.

quainted with a short route in one trip to take a train over safely. The only thing to be remembered on the road from Fort Erie to Toronto was the canal, and this would so impress itself on a man's mind as never to be forgotten. No train had ever, to his knowledge, gone into the canal before.

Several jurymen proceeded to badger the witness, and Mr. McBrayne objected that the questions were trivial. The witness said he had seen McCready in the afternoon and he was in the best of spirits and quite responsible. He believed that the canal bridge was quite safe for trainmen if ordinary precautions were taken. He had never heard any complaints about the lights. The company had taken the road from the N. and N. W., and no change had been thought desirable. He would not admit that distance signals were necessary; some of the engineers objected to them as misleading. He considered it would be dangerous to alter the signals at the bridge.

Juryman Field wanted to know if it was not necessary for the safety of passenger trains stopping at the Ocean house, even if there was no canal at the Beach, to have a semaphore on the line.

The coroner protested that the question was not pertinent to the inquiry, and that time was being wasted, but Mr. Field insisted that the place was a dangerous one and he proposed to prove it so and get at the facts if it took three weeks.

To Mr. McBrayne witness said there was no regulation requiring a man who asks for a pilot to pay for him. After the beach road had been open some months some trainmen had been demanding two pilots—one for the engineer and one for the conductor. Mr. Stiff wrote a letter on the subject stating that conductors ought to know the road or pay the pilot when there was one on the engine. No trainmen had ever been docked in their wages because of a pilot being supplied. Two pilots had been sent on a train when neither was familiar with the whole of the road.

Edward Drew, locomotive inspector, was called. He ran over the road at the beach when he was in the employ of the Northern and Northwestern, and was over the road last July. He was familiar with the red light, but could not say at what distance it could be observed. Never had any difficulty in stopping his train when approaching the bridge, but said it was pretty hard scratching getting up the grade sometimes. He had got stalled with twenty-three cars of coal when going up the grade, the engine and two cars only reaching the bridge. There should be no trouble in stopping a train if everyone attended to business. It is strictly against the rules to run a train past a red light, but it is not uncommon for trainmen to do so.

To Mr. Logie the witness said: "Switch lights are not danger signals, unless they are against you." A white light and a red one would have a tendency to mislead if they were only 150 feet apart. Mr. Logie could not make much out of the witness, and in desperation asked him if he was afraid of getting discharged.

To Jurymen Field the witness said he had a pilot about three times when he was first employed on the Northern and Northwestern.

#### The Coroner's Address to the Jury.

This closed the evidence, and the coroner addressed the jury as follows:

GENTLEMEN: The frequent occurrence of railroad and other accidents but proves the truth of the saying, "It is human to err." Accidents would be few in number if the "some one has blundered" could be eliminated from the process of human affairs. We take it then that accidents must and will happen. Still, proneness to error does not relieve us from responsibility. If suffering and misery come from mistakes and errors in judgment, the responsibility must rest upon the shoulders responsible for the suffering. Some accidents are practically unavoidable as when sudden outbursts of natural law occurs, such as floods, earthquakes, lightning strokes, etc. The degree of responsibility must vary continually. Each accident must be judged by its environments. I think it would be right in this case to ask, Was proper care and precaution used by those in charge of the train in approaching a dangerous spot like this canal bridge, especially when not very familiar with the road? When you have settled this point it might be pertinent to ask, Were proper precautions taken by the road authorities to guard against accidents? It seems to me that the responsibility for this accident must rest with either the one or the other, or with both. Let us examine briefly into the evidence. Skilled witnesses—Mr. Stiff,

to the Ocean house platform is only 333 feet, and rather falling grade, and from the Ocean house to the bridge 554 feet. So that he was only between 887 and 400 yards from the bridge, and he was running probably fifteen miles an hour before he realized his danger. Far too short a space to stop his train as is shown by the fact that it was going, he says, about eight to ten miles an hour when it leaped into the canal. It is difficult to see how he made such a miscalculation of the distance, when the light could be seen nearly a mile away. But I have no doubt he honestly did so. Now the question for you to consider is, Could this miscalculation, have been prevented? Can you say that the accident would not have occurred if there had been a distant signal light? If you are of that opinion then it is clearly advisable that such a light should be there. I am told that the engineers with heavy pulling trains, such as coal trains, are very loth to stop near an up grade such as there is for about 600 feet before reaching the canal, on account of the difficulty of starting the train, and that in consequence they do not wish to slow up more than is absolutely necessary. Whether this influenced Mr. Hall at all I am unable to say. It is a rule of the railroad company that all trains shall come to a dead halt before reaching the canal, and that under no circumstances are they to pass a danger signal guarding a drawbridge. Do you think Engineer Hall complied or did his best to comply with these rules? There is no doubt he tried to stop the train as soon as he appreciated danger, but unfortunately this appreciation of danger came too late. Did he take all due precautions to avoid danger, or did he take too much for granted in supposing the bridge would be closed, and that he could pass over without coming to a dead stop? He states that he believes the accident was due greatly to misjudging the distance. He made a mistake, and that this would have been avoided if he had had train hands who knew the road. It has been shown that Conductor Campbell and Brakeman Shaw had been over the road on previous occasions. It will be for you to consider whether this would be sufficient to render them so familiar with the road that they could instruct the engineer of his near approach to danger. He says they did not do so. Again, did the bridge watchman use sufficient care and take the prompt action he should have done in closing the bridge when a train was approaching it at night? The law says the bridge is to be kept open for passage of vessels and closed when trains approach, if no vessels are at hand. He states the bridge could not have been closed if he had begun to do so when he first heard the train, as it was running at too great a speed. There seems to be no rule as to the time before a train arrives that he shall begin to close the bridge. It seems to be left to his own judgment. There is no evidence to show that he did not use all means in his power to close the bridge, so that I cannot see that any blame can be attached to him. It is an old saying that "it is too late to lock the stable door after the horse is stolen," but it is not too late to consider whether anything can be done to give greater security to such dangerous places as the scene of this accident. It is your duty to calmly weigh the evidence produced before you, and throwing aside all prejudice, to give your honest opinion and try to lay the blame, if there be such, upon the right shoulders. The whole gist of the matter lies in the confession of the engineer that he made a mistake as to his distance from the bridge. There can be no doubt on this point, as it is self-evident from the speed of the train when it went in the canal. Does it not seem that the conductor and brakeman Shaw should have warned him, for they should have known the position of the bridge better from the experience given by four former trips. The responsibility it seems must rest upon them to a greater degree than upon the engineer.

I have tried to present the case fairly to you, and if there be any question arising from the evidence which you desire to know I will be glad to supply it if in my power.

#### The Verdict.

The jury retired at ten o'clock, and it was one o'clock before a verdict was reached. The verdict is:

"That the deceased, Robert Shaw, came to his death by drowning in Burlington canal, owing to a train, on which he was brakeman, running into the canal, the bridge not being closed. The jury is of the opinion that the accident was due to men inexperienced on this part of the road being in charge of the train and exonerate them from blame. The jury thinks the Grand Trunk railway is to blame in not having

\$3,000 for debts contracted by Mr. Young while they have been waiting for him to close the deal. Finally Mr. Young was given notice that he must come to time on or before Aug. 31. It is understood that the demand involved a sum of not less than \$125,000, and this apparently Mr. Young was unable to secure; at any rate he did not pay it over at the time specified, but he has since with his lawyer paid several visits to the city, and the directors, thinking something might yet come of it, still waited. They consulted, sifted and talked matters over with Mr. Young, and as a result they considered that they had established beyond reasonable doubt that the chief projector did not possess sufficient backing. Acting upon this belief they caused a writ to be issued yesterday, and as before stated it was handed to Mr. Young while he was at the depot, waiting his train for Hamilton. He took the new turn of affairs with his usual imperturbability, and whatever he felt did not show it.

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The local directors have given him all the extension that he could reasonably expect, while they have at the same time kept a keen eye to their own interests. The seizure of the road, and in fact all the various moves have been the acts of clever and resourceful men, and the head pusher of the T. H. and B. is doubtless free to admit that he has been fairly checkmated. Whether he will at last give in, or whether his bull dog tenacity will, even now, lead him to hold on remains to be seen.

#### BADLY USED TROOPS.

Mutiny of Bavarian Soldiers Returning From the Manoeuvres.

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dozen aides. The onset overthrew the lieutenant's animal, and horse and rider fell into the ditch. The lieutenant was stunned by the fall. Meanwhile a sub-officer, alarmed at the serious outlook of affairs, had hurried off to the main body of the regiment and given the alarm, and soon a strong detachment had reached the spot. The ringleaders of the mutiny were arrested, and the lieutenant released from his uncomfortable resting place in the ditch. A court martial will shortly be held to assess the punishment of the ringleaders, and incidentally, the complaints of over-work and improper food made by the men, and which are not confined to this particular time, will be looked into.

#### A Sheriff Assassinated.

LOUISVILLE, Ky., Sept. 14.—John McCargue, a sheriff at Somerset, Ky., was shot dead last night. He had been out of town, and having returned was putting his horse in the stall when he was fired upon. His wife and daughter heard the shot and ran out to the stable. They saw Joseph and John Gillard, brothers, standing outside the stable with pistols in their hands. One of the men snapped a pistol at the women, but it failed to fire, and the assassins ran away. The Gillards are under arrest, and there are threats of lynching.

#### An Overdue Schooner.

PHILADELPHIA, Pa., Sept. 14.—The Philadelphia schooner Harbeson Hickman, from Matanzas, July 28, for St. Pierre, Martinique, is overdue, and fears are entertained that she was caught in the cyclone which wrought such destruction to the island of Martinique. The French bark Paulet Pauline, which sailed from this port July 1 for Stables D'Olonnes, with naphtha and crude oil, has never been heard from, and the opinion is expressed that she foundered with all on board.

beautifully decorated with flags at with Chinese lanterns. On the several long tables loaded down with delicacies of the season. Pea cream were served in abundance many visitors from Hamilton lighted with the drive and the reception which mine host Mr. Marshall presided at the piano. Young occupied the chair, and Mr. Marshall presided at the piano. Instrumental music by the Pratt is much admired; also songs and r from several of the young people. Little Miss Lawry sang "I Am Wrote to Papa, which was well and was the best event of the John Malloy sang his old favorite Draprie O't, and received an Mr. Ridges and George Marshall dnet, We Won't Go Home Till. The proceeds, which amounted t will be of great service to the school. James Marshall, the sup ent, was much pleased to see friends turn out to assist him in t taking, and everybody returned ho singing the national anthem, well with their evening's entertainer Hamilton and Barton officials threw the toilettes open for all wh to go out from the city.

#### Delaarte Physical Culture Toronto Mail.

A select and fashionable audien youth and beauty of Toronto ass the lecture-room of the Y.M.C.A. yesterday afternoon to hear Mr Crawford's lecture on the Delaarte of Physical Culture. This sy excited a great deal of interest b United States and in England, at the last four years its progress in b tries has been unusually rapid. plained by Miss Crawford, the aims at producing perfect r and freedom of the muscles, all the when n ed by a t partaki coises, ar s are of anything claim fo kinds of s are all form in emale dr ways. with an or the sy is elegant and those reshighly l the add

gracful scene occurred at the depot here yesterday. The motl dead child had telegraphed to ar teader here to prepare a grave and hack at the depot to receive the Relatives of the mother had, wit knowledge, engaged another un When the body arrived the undert gaged by the mother placed the c his back, but the other one sei caasket and dragged it to his carr desperate struggle then ensued bet undertakers for possession of th which was only terminated by the consenting to permit the one notified to take charge of the bur

#### Two Accidents; One Fatal.

BRAMPTON, Sept. 11.—John St while engaged in laying flooring second story of Mrs. Lyons' new l Thomas street, missed his footing to the floor below, a distance of tw In the fall one of his ribs was t part of which pierced the lung duced injuries which may yet pro His sons reside in Toronto.

William Lowe, of lot 20, Cent was thrown from a wagon, su serious injuries. Some years ago with an accident which resulted in of one of his eyes. His son David, lad, had both his arms cut off by and was afterwards killed by light

#### All Due to a Cat.

BOWMANVILLE, Sept. 11.—Mrs. Northcott has lost her arm and w bably lose her life through the scrat cat. It appears that Mrs. Northc sitting in a chair with the cat on and in pushing it off received a w the hand which almost immediatel to swell. In a few days mortificati and the attending physician i necessary to amputate the arm be