C.P.R.

WEBBWOOD

JANUARY 22,1910.

Globe.

Probabilities.—A little colder, with some flurries.

The sun rises at 7.15 a.m. and sets at 5.11 p.m.

A British mail, via New York, closes on Monday at 11 a.m. New mail Tuesday at 5.30 a.m.

JANUARY 22, 1910. TWENTY-EIGHT PAGES AND MAGAZINE SECTION.

GNALS UP ONIST GAINS

RESULTS:

	670
orted)	434
y :—	
	22
	3
	6
	21
	10
	1
	150
	32
	59
	184
	13
	80
	2
	1
	64
h, including Nationalist and	
	250
	184
es the combined Labor and Liberal	

IED. | RECORD TRADE INCREASE.

HACH

EXPORTS AND IMPORTS BOTH SHOW GREAT GAINS

For Nine Months of the Fiscal Year the Total Trade Was Over $12,000,000—Customs Revenues Also Show Remarkable Advance—A Splendid Showing.

obably
rather
years.

MANY PASSENGERS KILLED: C.P.R. WRECK NEAR WEBBWOOD

Car Struck Bridge and Was Burned, Two Others Going Into River.

BODIES STILL IN THE WATER

A Diver Has Been Sent Up, and Gangs of Men to Clear Wreck.

Vice-President McNeill of the C. P. R. Issues an Official Statement—Injured Passengers Taken to Sudbury Hospital—Report That Six Have Died There—Full List of Dead Will Not be Available for Some Time Probably—Cause of the Accident is Unknown.

(Special Despatch to The Globe.)

Montreal, Jan. 21.—Vice-President McNeill of the Canadian Pacific Railway Company issued the following statement in regard to the wreck at Webbwood this afternoon:—

"The latter half of the train from Montreal to Minneapolis, which left Montreal on Thursday night, left the

THE DEAD AND INJURED.

North Bay, Jan. 20.—(Special.)—The estimated number of dead in the wreck is forty-eight. Only one name, that of Mrs. Brodie, has yet been obtained. The incomplete list of injured follows:—

CONDUCTOR REYNOLDS, head and legs, not serious, North Bay.
THOMAS PARRISH, St. Paul, hands and head, slightly.
MRS. GEORGE P. DICK, Boissevain, Manitoba, internal injuries, serious.
MIKE NIKOLA, May, North Dakota, slightly.
L. McDONALD, Minneapolis, scalded body.
E. MANSFIELD, Montreal, injured internally, serious.
D. M. BRODIE, Police Magistrate, Sudbury, ribs fractured.
SAM. BUELARD, St. Paul, scalded.
A. ODESMAN, Norway, head, slightly.
W. J. BELL, Sudbury, Manager Spanish River Pulp and Paper Co., injured head and chest.
JOE DOELLEUCH, Erin River, Michigan, shoulder injured.
J. H. WADE, Sudbury, abdominal injuries.
R. RUSSELL, Hamilton, cuts, head and arm.
W. D. WILMOT, Montreal, commercial traveller.
MRS. LINDALL, Winnipeg.
HARRY LINDALL, Winnipeg.
A. IRWIN, Manistee, Mich.
ALFONSO ROUSEL, six years old, Soo, Ont.
R. S. SMITH, Hamilton.
P. J. O'BRIEN, Randall, Man.
C. HOUDE, Soo, Ont., wife dead.
JOHNSON, traveller, Belleville.
J. H. WADE, Sudbury.
D. H. BRODIE, Police Magistrate, Sudbury.
W. J. BELL, lumberman, Sudbury, very serious.
R. J. PEARCE, commercial traveller, Toronto.
MR. AND MRS. BROWN, London.
O. S. MARTIN, commercial traveller, Waterloo.

January 22
1910
Webbwood-1

[illegible] train states that the brakes refused to work. The crews escaped by jumping.

A scene of wild confusion followed the shock, but rescue work began speedily, the survivors working hard in taking out the dead and wounded, while the C.P.R. officials sent a special from Sudbury to bring in the injured. Sudbury hospital was quickly prepared to care for the wounded, and much credit is due veteran Charles Taylor, who organized an ambulance corps and lent heroic aid by reason of his long military experience.

Doctors Strothers, Arthur, Deaitre, Gilmour, Mulligan, Henderson, of Sudbury, and Dr. J. Montgomery, of Ottawa, worked like beavers, and, with a splendid staff of nurses, gave the wounded every attention.

At this writing the patients in the hospital are all doing well, and no complications have been found necessary, Physicians in charge hope for successful recoveries in all cases.

A number who were slightly injured refused to give their names on the ground that relatives might be alarmed.

Considerable difficulty was experienced in having the dead identified, and several cases of mistaken identity occurred. One body was identified as Dr. Curtis, of Elsevale, but that gentleman turned up without a scratch.

Two baggage cars on each train and one passenger car were demolished, while the two pendering locomotives were locked in dead embrace, thoroughly blocking the line to traffic. A wrecking train was soon on the scene and all day was spent clearing the track, while westbound passengers were brought to Sudbury to await arrangements for continuance of journey, the accident causing a delay of about 12 hours.

[illegible] road, and as the result of this serious act of folly, there are now eleven dead bodies at Sudbury, with half a dozen people seriously injured, and a score more suffering from slighter damages, while thousands of dollars worth of property have been destroyed. Little damage was done to the heavy transcontinental train, and none of its passengers were injured. All the casualties were confined to one car, the first colonist car on the harvesters' excursion train. This one unfortunate car seemed to absorb the whole impact, and outside of it, there was scarcely more than a sharp shock felt. Almost all the killed and injured were Canada people, the harvesters' excursion being made up of people collected from the various points of that province, who are gathered together at Toronto and joined the through train at North Bay.

Besides those about a score of other passengers were slightly injured with broken fingers, bruises, cuts, etc. In every case the C. P. R. authorities have notified the mayors of the towns they come from, so that their relatives can be acquainted of their condition. Practically every passenger of the smashed colonist car was killed, or more or less seriously injured, while outside the car no one was hurt. Two little children are amongst the slain. Viola Schade, aged twelve, and Olive Schade, aged ten. They were sitting in the wrecked car with their parents, who were both severely injured, and are now in the hospital at Sudbury, suffering from severe cuts and bruises. One body of a man with remains unidentified at the morgue at Sudbury.

Within a short time an engine with a car loaded with doctors and medical supplies was on the spot, and dead and injured were conveyed to Sudbury, where the latter were treated at the hospital. Wrecking trains were sent to the scene from North Bay and Sudbury. The engineer of the express stated that he had put the air-brakes on in ample time, but that they had not acted properly, which Division Superintendent Brady, with the engineers at hand, proceeded to examine the brakes, with the result that the engineer's statement was verified. A little more than half-way back on the express train it was found that one of the "angle cocks" on the rubber tubes connecting the air-brake apparatus had been turned, with the result that the whole latter part of the train had been segregated, and when the engineer put on the brakes it only affected the lighter front cars.

The engineer still he could not understand how this valve came to be closed, as the brake system had been thoroughly inspected at Carlton, a [illegible]

[illegible] Irvine and John Eagan were w[illegible] He was considered one of th[illegible] men in the service, never have [illegible] brought before the board [illegible] commissioners nor received [illegible] mark during his long term [illegible] for a time on station duty [illegible] police station, and was well [illegible] frequenters of the police cour[illegible] was guardian of the gate to t[illegible] for some time. He had not be[illegible] best of health recently, and [illegible] trip to his two weeks' holiday [illegible] ed from the police commission [illegible] additional fortnight's leave, [illegible] sired to visit his five brothers [illegible] katchewan and to see the no[illegible] He lived at 55 Bellevue place, [illegible] wife and two children, one a [illegible] 13 and the other a boy of abou[illegible] of age. He was an Epworth [illegible] ligue, and a regular attendan[illegible] Phillip's church. He has also [illegible] in the employ of the Hamilto[illegible] company, and P. C. Carnahan [illegible] 2 division, is a brother-in-la[illegible] deceased was a man standing [illegible] feet in height, and was extrem[illegible] ular among his colleagues an[illegible] born. He was travelling in [illegible] with a young man named Joh[illegible] from near London, who was [illegible] to him at the depot by a [illegible] friend. Young Lloyd wired th[illegible] yesterday afternoon as follows:

"Awful wreck. I am safe, [illegible] one killed."

This was the first intimat[illegible] friends of the family had of [illegible] death, but the news was not [illegible] ceived to the widow, who believ[illegible] that the husband was severely [illegible] She bore up well under the [illegible] and wired for particulars, b[illegible] down completely when inform[illegible] real nature of the accident.

A man named Charles Hag[illegible] ence is mentioned in the list. [illegible] All five men of that name [illegible] the city directory were [illegible] wrecked train. He may ha[illegible] at Toronto and be a resident [illegible] vicinity.

WILL BE SUPREME INQU[illegible]

Boston, Mass., Sept. 12.—[illegible] Shaughnessy, president of th[illegible] and the annual inspecting pa[illegible] rectors of the line, arrived h[illegible] shortly after 6 o'clock this [illegible] They had already heard of th[illegible]

January 22
1910
Webbwood - 2

ibe.

The sun rises at 7.45 a.m. and sets at 5.11 p.m.
A British mail, via New York, closes on Monday at 11 a.m. Next mail Tuesday at 5.30 a.m.

IGHT PAGES AND MAGAZINE SECTION.

MANY PASSENGERS KILLED; C.P.R. WRECK NEAR WEBBWOOD

Car Struck Bridge and Was Burned, Two Others Going Into River.

BODIES STILL IN THE WATER

A Diver Has Been Sent Up, and Gangs of Men to Clear Wreck.

Vice-President McNeill of the C. P. R. Issues an Official Statement—Injured Passengers Taken to Sudbury Hospital—Report That Six Have Died There—Full List of Dead Will Not be Available for Some Time Probably—Cause of the Accident is Unknown.

(Special Bulletin to The Globe.)

Montreal, Jan. 20.—Vice-President McNeill of the Canadian Pacific Railway issued tonight the following statement in regard to the wreck at Webbwood this afternoon:—

"The latter half of the train from Montreal to Minneapolis, which left Montreal on Thursday night, left the track on Friday afternoon about 40 miles west of Nairn on the Algoma branch, just east of the bridge cross-

THE DEAD AND INJURED.

North Bay, Jan. 20.—(Special.)—The estimated number of dead in the wreck is forty-eight. Only one name, that of Mrs. Hoade, has yet been obtained. The incomplete list of injured follows:

CONDUCTOR REYNOLDS, head and legs, not serious, North Bay.
THOMAS PARRISH, St. Paul, hands and head, slightly.
MRS. GEORGE P. DIER, Bossevain, Manitoba, internal injuries, serious.
MIKE NIKOLA, Mott, North Dakota, slightly.
L. McDONALD, Minneapolis, scalded body.
E. MANSFIELD, Montreal, injured internally, serious.
D. H. BRODIE, Police Magistrate, Sudbury, ribs fractured.
SAM BULLARD, St. Paul, scalded.
A. ODESMAN, Norway, head, slightly.
W. J. BELL, Sudbury, Manager Spanish River Pulp and Paper Co., injured head and chest.
JOE DOELLECH, Eron River, Michigan, shoulder injured.
J. H. WADE, Sudbury, abdominal injuries.
R. RUSSELL, Hamilton, cuts, head and arm.
W. D. WILMOT, Montreal, commercial traveller.
MRS. LINDALL, Winnipeg.
HARRY LINDALL, Winnipeg.
A. IRWIN, Manistee, Mich.
ALFONSO BOUSEL, six years old, Soo, Ont.
R. S. SMITH, Hamilton.
P. J. O'BRIEN, Randall, Man.
C. HOUDE, Soo, Ont., wife dead.
JOHNSON, traveller, Belleville.
J. H. WADE, Sudbury.
D. H. BRODIE, Police Magistrate, Sudbury.
W. J. BELL, lumberman, Sudbury, very serious.
B. J. PEARCE, commercial traveller, Toronto.
MR. AND MRS. BROWN, London.
G. S. MARTIN, commercial traveller, Waterloo.

A CARDINAL IN COURT.

[illegible] FRENCH

OLD MAN'S SAD END.

AUTHORITIES OF COUNTY INDU-

January 22 1910
Webbwood-3

Vice-President McNicoll of the C. P. R. Issues an Official Statement—Injured Passengers Taken to Sudbury Hospital—Report That Six Have Died There—Full List of Dead Will Not be Available for Some Time Probably—Cause of the Accident is Unknown.

(Special Despatch to The Globe.)

Montreal, Jan. 21.—Vice-President McNicoll of the Canadian Pacific Railway Company issued the following statement in regard to the wreck at Webbwood this afternoon:—

"The latter half of the train from Montreal to Minneapolis, which left Montreal on Thursday night, left the track on Friday afternoon about 20 miles west of Sudbury on the Algoma branch, just east of the bridge crossing the Spanish River. The cause is as yet unknown.

"The coach struck the end of the bridge and was destroyed. The next coach went into the river. About twenty passengers are reported injured, three or four seriously. They have been taken to Sudbury Hospital.

"Several bodies have been recovered from the wreck, and more are supposed to be in the coach in the river. The dining car was only partly submerged and the passengers escaped. The sleeper turned over on its side. The General Superintendent is upon the ground with large gangs of men clearing the wreck, and a clear line on the way from Sault Ste. Marie.

Scene of the Accident.

North Bay, Jan. 21.—A terrible accident occurred this afternoon on the Soo branch of the C. P. R. Twenty-seven miles west of Sudbury, when coaches Nos. 7 on route to Sault Ste.

January 22
1910
Webbwood-4

the way from Sault Ste. Marie.

Scene of the Accident.

North Bay, Jan. 21—A terrible accident occurred this afternoon on the sau branch of the C. P. R. thirty-seven miles west of Sudbury, when vanceer No. 1, en route to Sault Ste. Marie, was derailed, taking a heavy toll in death and injury from the passengers. The express was speeding along with a good passenger list when, without warning of any kind, several cars left the rails, plunging down a deep embankment, two of the cars going into the Spanish River, adding death by drowning to the horrors of the railway accident.

Cars Under Water.

A dining-car is partially submerged and the first-class car is almost entirely under water. Fourteen passengers were enjoying lunch in the dining-car when the accident happened, but it is stated that they all got out safely. About twenty-five passengers in the first-class car, which is partially or almost submerged, and first-class are dead will not be known until the river, the latter being swollen on a heavy rise, is clear from Sault Ste. Marie, are rumors at the scene.

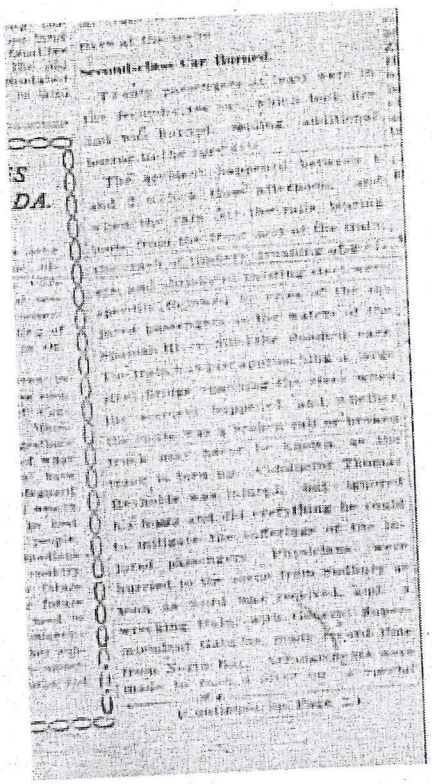
Second-class Car Burned.

Twenty passengers at least were in the second-class car which took fire and was burned, some unfortunate being in the car.

The accident happened between 1 and 2 o'clock this afternoon, and when the cars left the rails, leaping from the track, the train was running at a speed, followed by some of the injured passengers as the safety of the Spanish River, and the dining car. The train was in charge of Conductor Thomas Reynolds was injured, and the engineer, fireman and all everything be could to mitigate the suffering of the injured passengers. Physicians were

January 22
1910

Webbwood - 5



Trolley Car Burned.

January 22
1910
Webbwood -6

large deposits in this vicinity.

MANY PASSENGERS KILLED IN C.P.R. WRECK

(Continued from Page 1.)

train from Sault Ste. Marie to recover the bodies from the submerged cars, and he is now at the scene with a full outfit.

Six Died at Sudbury.

The injured were rushed to Sudbury Hospital, and six have already died. The rumor that C.P.R. Claims Agent Thomas May had been injured seems to be unfounded, as reports have been received from him since the wreck.

The engine, baggage, express, mail, and one second-class car remained on the rails, while one second-class, the first-class diner, and the sleeper left the rails, plunging down the embankment, the first-class car and diner going into the river, while the sleeper and second-class car remained on the ground, but the second-class car was burned. Engineer Trafford and the train crew, with the exception of Conductor Reynolds, escaped injury.

Dr Henry A. Beatty, chief surgeon of the C. P. R., will leave for Sudbury on the 3.45 train this morning to take charge of the injured. Word reached him too late last night to allow his taking the Winnipeg train, which left the city at 10.10 o'clock, but he is not worrying, because Sudbury possesses ample facilities for the care of these in the hospital. There is a possibility, however, that some of the most seriously injured who can be moved will be brought down to the Western Hospital here. Dr. Beatty will not take along any other doctors or nurses.

WALMER ROAD CHURCH.

January 22
1910

Webbwood - 87

A British mail, via New York, closes to-day at 11 a.m. Next mails to-morrow at 5.20 and 11 a.m.

DAY, JANUARY 24, 1910—FOURTEEN PAGES. PRICE TWO CENTS.

PAY; POSITION

ULTS:

	670
	503
	26
	1
	8
	34
	19
	4
	185
	33
	57
	313
	17
	99
	2
	1
	79

TOTAL DEAD IN C.P.R. WRECK MAY NEVER BE KNOWN

Incomplete Official List Gives Number at Thirty-one.

ESTIMATES ARE MUCH HIGHER.

Details of the Dead and Injured So Far As Ascertained.

Searching for the Bodies—A Gruesome Hunt in the Spanish River—Varying Reasons Set Forth as the Cause of the Accident—A Detailed

OFFICIAL LIST OF DEAD.

Montreal, Jan. 23.—(Special.)—The following is the official list of the dead in the wreck near Webbwood issued by the C. P. R. to-night:—

FATHER CHAILLOU, Dorval, Que.
J. BENAULT, Matheson, Ont., died in Sudbury hospital, January 22.
TARIFORE BOPPE.
MRS. C. HOUDE, Sault Ste. Marie, Ont., drowned in diner.
GEORGE McLIHENNY, North Bay, C.P.R. fireman.
GEORGE McLAUGHLIN, farmer, 22 years old, Acton Mills, Ont., died January 22 in Sudbury hospital.
NICK NIKOLANKO, 150 Walley street, Lawrence, Mass., died on way to hospital.
JOHN BESHACK, North Bay, C.P.R. fireman.
S. J. SAENDERS, Orillia, Ont., commercial traveller, drowned in diner, body taken to Sudbury.
ZONNUM SPINKZIE, going to Chisholm, Minnesota, died in Sudbury hospital January 22.
T. H. WATT, Montana, drowned, body taken out of diner and sent to Sudbury.
UNKNOWN MAN, Italian or French.
ROSENZA, foreigner.
C. CAREY, Montreal.
REV. S. CHILDERHOSE, North Bay, Ont., a Superintendent of Presbyterian Missions.
R. A. BOOTH, 12 Laurier avenue, Toronto.
W. J. ROBERTSON, Armprior, travelling auditor of the C.P.R.

January 24 1910

Webbwood-8

TOTAL DEAD IN C.P.R. WRECK MAY NEVER BE KNOWN

Incomplete Official List Gives Number at Thirty-one.

ESTIMATES ARE MUCH HIGHER.

Details of the Dead and Injured So Far As Ascertained.

Searching for the Bodies—A Gruesome Hunt in the Spanish River—Varying Reasons Set Forth as the Cause of the Accident—A Detailed Story of the Tragedy.

(Special Despatch to The Globe.)

SERIOUSLY INJURED.

SAM. BOULLARD, aged 27, cook, of St. Paul, Minn., scalded about head, chest, and arms.

JOHANN PISQUIAL, aged 30, foreign immigrant, badly bruised about the chest and back; suffering considerably from shock.

JOE TOUEZAT, aged 46, immigrant, several ribs fractured and badly bruised; condition improved, but not yet out of danger.

NOT SERIOUSLY.

DAVID M. BRODIE, Police Magistrate, Sudbury; fractured several ribs on right side.

SOPHIA CUCIF, aged 17 years, immigrant, fracture of one rib.

MRS. G. P. DYER, aged 40, Bozeman, Montana, bruised about body.

J. F. JOHNSTONE, 34, Belleville, bruised back and leg.

ALBERT M'DONALD, aged 42, chef, Ottawa, Iowa, scalded about arms.

OFFICIAL LIST OF DEAD.

Montreal, Jan. 23.—(Special.)—The following is the official list of the dead in the wreck near Webbwood issued by the C. P. R. to-night:—

FATHER CHAILLOU, Dorval, Que.
J. HENAULT, Matheson, Ont., died in Sudbury hospital, January 22.
TARDFORE HOPPE.
MRS. C. HOUDE, Sault Ste. Marie, Ont., drowned in diner.
GEORGE McLHENNY, North Bay, C.P.R. fireman.
GEORGE McLAUGHLIN, farmer, 22 years old, Acton Mills, Ont., died January 22 in Sudbury hospital.
NICK NIKOLANKO, 150 Walley street, Lawrence, Mass., died on way to hospital.
JOHN KESBACK, North Bay, C.P.R. fireman.
S. J. SAUNDERS, Orillia, Ont., commercial traveller, drowned in diner, body taken to Sudbury.
ZONNUM SPINKZIE, going to Chisholm, Minnesota, died in Sudbury hospital January 22.
T. H. WATT, Montana, drowned, body taken out of diner and sent to Sudbury.
UNKNOWN MAN, Italian or French.
DOSENZA, foreigner.
C. CAREY, Montreal.
REV. S. CHILDERHOSE, North Bay, Ont., a Superintendent of Presbyterian Missions.
R. A. BOOTH, 12 Laurier avenue, Toronto.
W. J. ROBERTSON, Arnprior, travelling auditor of the C.P.R.
PATRICK KINELAN, Bruce Mines.
E. F. HEMMELS, Lisbon, North Dakota.
ELDERLY WOMAN, unidentified.
MIDDLE-AGED WOMAN, unidentified.
THOMAS AUSSANT, Blind River, Ont.
UNIDENTIFIED BOY, 12 years old.
CLARA TEES, a four-year-old girl of North Bay, who was travelling with Mr. Kinahan, her grandfather.

The list, The Globe's Montreal correspondent says, is still incomplete. He adds that so far as known officially 31 people perished in the wreck.

The Globe's North Bay correspondent gives the following additional names, but makes his total the same as the official figures:—

JOSEPH KELLY, Leavenworth, Washington Territory.
DR. WHITECLOUD, Indian patent medicine vendor, Powassan.
GEORGE McDOUGALL, Copper Cliff.
MRS. STARK, Shawville, Que.
HIRAM JOHNSTONE, fur traveller, Montreal.
DR. McLELLAN, formerly of Westmeath, now of Blind River.
J. WATTS, Renfrew, died in hospital.

The official statement of the cause of the wreck is that "the fourth coach from the engine left the track about 300 feet east of the bridge, but the cause of this has not yet been ascertained. Inquiries as to this will be held by the Railway Commission and the Canadian Pacific Railway."

January 24 1910

Webbwood - 9

(Special Despatch to The Globe.)

SERIOUSLY INJURED.

HAM. BOULLARD, aged 27, cook, of St. Paul, Minn., scalded about head, chest, and arms.

JOHANN PISQUIAL, aged 30, foreign immigrant, badly bruised about the chest and back; suffering considerably from shock.

JOE TOBEZAT, aged 40, immigrant, several ribs fractured and badly bruised; condition improved, but not yet out of danger.

NOT SERIOUSLY.

DAVID M. BRODIE, Police Magistrate, Sudbury, fractured several ribs on right side.

SOPHIA CECIF, aged 17 years, immigrant, fracture of one rib.

MRS. G. P. DYER, aged 40, Bozeman, Montana, bruised about body.

J. F. JOHNSTONE, 34, Belleville, bruised back and leg.

ALBERT M'DONALD, aged 42, chef, Ottumwa, Iowa, scalded about arms, face, and right leg.

CHAS. MAHER, aged 33, lumberman, Montreal, abrasions of hands and face.

JOS. MAHER, aged 32, lumberman, Montreal, bruised ankle; suffering from shock.

EDMUND MASSFIELD, aged 19, Montreal, news agent, bruised about head and lower limbs.

MICHAEL NIKOLINKO, laborer, scalp wounds and bruised about body.

THOMAS PARRISH, aged 35, St. Paul, several scalp wounds; not serious.

ALPHONSE RUSSELLE, aged 43, scalp wound; not serious.

RUSSELL SMITH, aged 37, Hamilton, several scalp wounds and bruises; not serious.

LEFT HOSPITAL.

B. J. PEARCE, Toronto.

W. RYAN, P. J. O'BRIEN, Carr's Hoods, Sos, Ont.

JOSEPH CHANCE, Italian boy, arm and leg cut; not serious; still at Webbwood.

J. L. MOORE, Wayland, Mass., cut

E. F. BENNELL, Detroit, [illegible]

ELDERLY WOMAN, unidentified.

MIDDLE-AGED WOMAN, unidentified.

THOMAS ATSBANT, Blind River, Ont.

UNIDENTIFIED BOY, 12 years old.

CLARA TEES, a four-year-old girl of North Bay, who was travelling with Mr. Kinehan, her grandfather.

The list, The Globe's Montreal correspondent says, is still incomplete. He adds that as far as known officially 31 people perished in the wreck.

The Globe's North Bay correspondent gives the following additional names, but makes his total the same as the official figures:—

JOSEPH KELLY, Leavenworth, Washington Territory.

DR. WHITECLOUD, Indian patent medicine vendor, Tuwassan.

GEORGE McDOUGALL, Copper Cliff.

MRS. STARK, Shawville, Que.

HIRAM JOHNSTONE, fur traveller, Montreal.

DR. McLELLAN, formerly of Westmeath, now of Blind River.

J. WATTS, Renfrew, died in hospital.

The official statement of the cause of the wreck is that "the fourth coach from the engine left the track about 300 feet east of the bridge, but the cause of this has not yet been ascertained. Inquiries as to this will be held by the Railway Commission and the Canadian Pacific Railway."

A SIGNIFICANT VICTORY.

LIBERALS WIN ST. ANDREW'S BURGHS IN SCOTLAND.

For Thirty Years it Had Remained Conservative — Mr. Lloyd-George Will Know Result of Polling in His Constituency To-day.

The returns of Saturday's polling received up to last night somewhat encouraged the drooping spirits of the Liberals. Of the seven returns registered, six of them showed Government candidates at the head of the poll. For the first time there were no Unionist gains registered, while the Government succeeded in transferring two formerly Conservative constituencies into its columns. The Pudsey division of West Yorkshire, which at the bye-election of 1908 gave a Con-

OTTAWA BYE-ELECTION.

THREE CANDIDATES ARE OFFICIALLY IN THE FIELD.

Official Nominations Took Place on Saturday—Mr. A. A. Allard the Liberal Candidate — Independent Conservative Candidate Stays in the Field.

(Special Despatch to The Globe.)

Ottawa, Jan. 23.—The official nominations for the bye-election for the Commons vacancy in Ottawa, caused by Sir Wilfrid Laurier's resignation of his Ottawa seat, were held yesterday afternoon at the City Hall. The three candidates nominated were: Mr. A. A. Allard, merchant, the straight Liberal candidate; Dr. J. L. Chabot, nominee of the Conservative Convention, and City Treasurer J. A. Ellis.

January 24
1910

Webbwood - 10

Montreal news agent, bruised about head and lower limbs.

MICHAEL NIKOLINKO, laborer, scalp wounds and bruised about body.

THOMAS PARRISH, aged 35, St. Paul, several scalp wounds; not serious.

ALPHONSE RUSSELLE, aged 41, scalp wound; not serious.

RUSSELLE SMITH, aged 37, Hamilton, several scalp wounds and bruises; not serious.

LEFT HOSPITAL.

B. J. PEARCE, Toronto.

W. RYAN, P. J. O'BRIEN, Carr's House, Soo, Ont.

JOSEPH CHANCE, Italian boy, arm and leg cut; not serious; still at Webbwood.

J. L. MOORE, Wayland, Mass., cut hands; gone on to St. Paul today.

J. ATHINA SZETC, immigrant, face and hands cut; gone to Soo.

JOSEPH LINDWEIR, head hurt and bruised; gone to St. Paul.

PAUL DINOVETZER, head cut; gone to Soo.

IN HOMES AT SUDBURY.

W. J. BELL, aged 19, several cuts on head, and bruised.

J. H. WADE, aged 20, cut wrist and bruised chest; not serious.

—

Sudbury, Jan. 23.—Early this morning men with pike poles commenced prodding about in the icy waters of the Spanish River for the victims of Friday's railway catastrophe, which occurred near Mairn, on the Soo branch of the C. P. R., but which has become known as the Webbwood wreck. The gruesome hunt was continued until darkness rendered the task almost abortive, but some fifteen or sixteen bodies were secured before the men desisted.

The Search Continues.

Already thirty dead passengers of the ill-fated Soo express have been accounted for, and the local undertaking establishments are overtaxed. As the search continues it becomes apparent that the toll of death will be much greater than was at first imagined. While one hesitates to say anything that would cause unnecessary alarm, it would not be surprising if the total list of dead approached closely to the sixty mark. Hordes of passengers who escaped would seem to bear this out.

May Not Recover All Bodies.

Many bodies, it is thought, will never be recovered. Some were burned in the portion of the second-class

Webbwood-11

January 22
1910

to 800.

IN HOMES AT SUDBURY.

W. J. BELL, aged 38, severe cuts on head, and bruised.

J. H. WADE, aged 20, cut wrist and bruised chest; not serious.

Sudbury, Jan. 27.—Early this morning men with pike poles commenced prodding about in the icy waters of the Spanish River for the victims of Friday's railway catastrophe, which occurred near Nairn, on the Soo branch of the C. P. R., but which has become known as the Webbwood wreck. The gruesome hunt was continued until darkness rendered the task almost abortive, but some fifteen or sixteen bodies were secured before the men desisted.

The Search Continues.

Already thirty dead passengers of the ill-fated Soo express have been accounted for, and the local undertaking establishments are overtaxed. As the search continues it becomes apparent that the roll of death will be much greater than was at first imagined. While one hesitates to say anything that would cause unnecessary alarm, it would not be surprising if the total list of dead approached closely to the sixty mark. Stories of passengers who escaped would seem to bear this out.

May Not Recover All Bodies.

Many bodies, it is thought, will never be recovered. Some were burned in the portion of the second-class coach, which buckled after striking the bridge, and the swift current of the deep running river may also have swept away beneath the ice some of those who perished in the cars, as the doors and windows were open in most cases when the dining car and first-class coach were drawn out upon the bank to-day by two powerful cranes. So far the hunt for bodies has really only commenced. The first-class coach and part of the second-class car are believed to be still beneath the surface.

Criticising C. P. R. Officials.

In the excitement officials of the C. P. R. are coming in for much criticism from relatives of the trapped passengers, some of whom, it is said, were refused permission to view such bodies as were recovered. All persons alike, those drawn to the spot by morbid curiosity and those in search of relatives or friends, were, it is

(Continued on Page 2.)

Webbwood-12

January 22
1910

TOTAL DEAD IN C.P.R. WRECK MAY NEVER BE KNOWN

(Continued from Page 1.)

allowed, for a long time kept at a distance from where the work was being carried on. Reporters in search of information were also held at a distance.

The Cause Unknown.

Yesterday A. J. Nixon, chief operating official of the Board of Railway Commissioners for Canada, and Geo. A. Mountain, chief engineer of the board, inspected the scene, interviewed by The Globe to-day, they could not give any definite statement as to the cause of the derailment. The C. P. R. officials, even General Superintendent Outhwaite, one of the highest engineering authorities on the continent, is stated to have expressed himself to friends as undecided between a broken brake beam, bad trucks, turned over or spread rail. The Railway Commission, as well as the C. P. R., will, however, make a close investigation, and it seems likely that they will find the real cause.

The Disaster.

Shortly after 1 o'clock on Friday afternoon the Soo Express from Montreal, running on time at an estimated speed of thirty miles an hour, approached the big steel bridge spanning the Spanish River between the towns of Nairn and Webbwood. The engine, mail and express car, baggage and colonist cars passed safely over part of the bridge head, but the second-class coach, next in the make-up, suddenly left the rails and crashed into one of the diagonals of the upper works of the structure. Behind this car came the first-class coach, almost filled with passengers, the dining car and Pullman. The second-class coach buckled almost instantly after striking, part of it being suspended over the stone abutments, and the rear portion dropped thirty feet on the ice in the river, with the result that the car suddenly disappeared. This car is said to have carried about twenty-five passengers, chiefly foreigners, and but a few of these have been accounted for.

[illegible] ice. It gave way, once I went a couple of times, and then catching hold of the other car I was pushing, pulled myself out, cutting my wrist on something in the attempt. Running along the roof of this car again, I asked aid of a trainman. He told me to stay on top as I was safe. But finally he helped me down.

Gives the Alarm.

"I got up the embankment to the tracks, and only knowing that aid must be secured, I started on the five-mile run back to Nairn station. I came upon a freight train there and told the engineer that No. 1 was in the Spanish River."

Another Thrilling Escape.

This story of the escape of Mr. Pearce was typical of the wreck, but it was outdone by that of an Italian passenger. This man was trapped within the body of the first-class coach as well. For two hours he stood at a ventilator, with his chin just out of the water, and his feet resting upon the inanimate form of some victim of the first rush of water. Conductor Reynolds, working near, heard his steady but feeble knocking and pulled him out to safety.

Husband's Heroism Unavailing.

Reynolds also saved from this car little Alphonse Russell, who was travelling with his aunt and uncle, Mr. and Mrs. Charles Honda of the Soo. Honda escaped, but his wife was drowned after the repeated efforts of her husband to save her. He brought her to the surface twice only to have her go under through being struck by ice.

Mr. Leonard on the Scene.

This afternoon Mr. J. W. Leonard, General Manager of the eastern lines for the company, arrived on the scene from Montreal, and assisted in directing the pikemen as they searched the waters of the river for the bodies of the victims of the tragedy.

Injured Doing Well.

Dr. H. A. Beatty, Chief Surgeon of the company, made a careful medical

January 22
1910
Webbwood-23

said to have carried about 175 passengers, chiefly foreigners, and but a few of these have been accounted for.

Completely Submerged.

The first-class coach, next in line, left the tracks, and from the momentum of the following cars plunged down the embankment and out upon the ice, which failed to withstand the shock, allowing the car with its occupants to sink in the icy waters until completely hidden from view. The coupling between this and the dining car held, and the dining car followed its leader.

Pullman Car Turned Over.

The Pullman car, the last of the train, turned completely over in going down the embankment, but did not go into the water. The rear trucks of the colonist car, not of the first section of the train, were torn off, and it bumped across the line until the engine came to a standstill. The colonist car is supposed to have contained only three or four passengers, the second-class between twenty and twenty-five, and the first-class car about forty or forty-five.

How Some Escaped.

Only three persons are known to have escaped from the first-class coach, and one or two from the second-class. But several made a mad exit through the end of the diner, only one or two persons in the Pullman escaped free. But although many were injured, their plight was not serious.

Mrs. Linall a Heroine.

In this coach Mrs. H. L. Linall, now residing in Winnipeg, a daughter [illegible] the victims of the tragedy.

Injured Doing Well.

Dr. H. A. Beatty, Chief Surgeon of the company, made a careful medical examination of the injured contingent to the hospital. He does not look for any further fatalities. He would not say that all were out of danger. Their injuries might not be serious, but there might be danger following upon the shock and immersion in the icy water.

On Saturday an inquest on the body of one of the victims was held by Dr. G. F. Jones at Washwood. The jury in the verdict said that the persons came to their death as the result of the accident, and that the cause of the same was unknown. To-night these bodies were brought to Sudbury, and repose in local undertaking rooms. The relatives are remaining in town in the hope that they may be able to secure and ship them home.

A Distressing Incident.

Mr. S. L. Saunders of Orillia was one of those in portal in the dining-car. His body being recovered this morning. He was a traveller for a London, Ontario, firm, and one of the popular men of the town. His brother-in-law, F. J. Gray of Orillia, came to claim the body. Hearing that one of the victims had been pulled ashore, he wished to get a view of the body and was refused permission. A friend who knew Mr. Saunders well said — "Mr. Gray told me that the body was the one he was seeking and described him to me. He leaves a wife and five children. The day of his death is one to be well remembered in his family, said Mr. Gray, "as his father, a sister, and an uncle passed away in different years on that date."

January 22
1910

Webbwood—24

Mrs. Linall's Heroine.

In this crash Mrs. H. L. Linall, now residing in Winnipeg, a daughter of William Ward, of Ward's Island, Toronto, was travelling with her little boy, Harold. She was only slightly injured, and she devoted herself to the care of the more seriously hurt. The sleeping-car was transformed into a temporary hospital, and many will bless in later years the unfaltering devotion of Mrs. Linall. Conductor Tom Reynolds and Dining Car Conductor Irwin, although suffering severely, brought to her such injured as they could reach, and she, after bathing their wounds, applied bandages made from the linen of the car, and latterly from some of her own apparel.

Mr. Pearce's Story.

Another Toronto man who, after a most thrilling escape from the first-class coach, distinguished himself was R. J. Pearce, 182 Queen street west. A traveller, Pearce had gone for a glass of water and had it in his hand when the crash came. To a Globe reporter he gave the following statement:—

"As I was taking a drink I heard a series of bumps, and realized at once that the car had left the rails. I threw both arms about the water tank, blindly, for support. The mirror in the alcove seemed to turn in towards me. Then came a dreadful crumpling and rolling, and I felt water rising above my feet. The flood came higher, and at last I was totally submerged. Opening my mouth to breathe I had it filled with glass and bits of debris.

Desperate Fight for Life.

"Letting go of the tank, [illegible] said Mr. Gray, "as his father, a sister, and an uncle passed away in different years on that date."

Death of J. Watts.

J. Watts, Renfrew, died late tonight in the hospital from his injuries. He had come home on Christmas to visit his mother after an absence of twenty years.

Aid Was Prompt.

Dr. W. J. Cook of this place, one of the first on the scene, told in The Globe tonight the story of the rushing of medical aid to the injured. "Dr. R. H. Arthur, one of our local practitioners, was on the ill-fated train," said he, "but alighted at Natrin, the last stopping place of the express before reaching the bridge. He heard of the trouble and was hurried over, arriving within thirty or forty minutes. He wired me at Sudbury for aid, and on the special train which was made up here I took along Drs. H. Torrington, J. J. McCann, W. H. Mulligan, and W. R. Patterson, so that all possible aid might be rendered. When we reached Victoria Mines our train met the first special from the wreck, carrying twenty injured. They were in a van, and we had them transferred to one of the coaches of our train, giving them good accommodation to the hospital. We were aided in our work by Drs. Jas. Spence of Espanola, G. F. Jones and J. Christie of Webbwood. There never was a wreck in this district where men reached the hospital so quickly," said Dr. Cook. "The hospitals are manned by very capable nurses, and all of them proved to be real heroines. There was no complaint to be made of the medical attention afforded the injured, and some

January 22
1910
Webbwood -25

Another Toronto man, who, after a not thrilling escape from the first-class coach, distinguished himself was J. Pearce, 502 Queen street west, traveller. Pearce had gone for a pan of water and had it in his hand when the crash came. To a Globe reporter he gave the following statement:—

"As I was taking a drink I heard a crash of bumps, and realized as soon as the car had left the rails. I threw both arms about the water tank, blindly, for support. The motor in the alcove seemed to turn in towards me. There came a dreadful crunching and rolling, and I felt water rising above my feet. The flood came higher and at last I was totally submerged. Opening my mouth in gasping I had it filled with glass and all sorts of debris.

Desperate Fight for Life.

"Letting go of the tank, and the desperate nature of my plight coming home to my senses, I rose to the surface. The car could not have been totally under water, because I came up over a fan-light and could breathe. Seeing a piece of floating wood, I smashed the window, only to be confronted with a wire screen. I drove my fist through this, and putting my head sideways, pushed my way out. I managed to get my head and shoulders through, and seeing the fire consuming a part of the second-class car I was seized with a frenzy. Almost devoid of reason, I pulled and strained until finally I was clear. Up on the roof of the coach I clambered, and running along this found a space of about six feet between myself, the roof of the diner, and safety. Knowing that in my bruised condition I could not jump this gap, I took to the

He heard of the trouble and was hurried over, arriving within thirty or forty minutes. He wired me at Middlesboro for aid, and on the special train which was made up here I took along Drs. H. Torrington, J. J. McCann, W. H. Mulligan, and W. R. Patterson, so that all possible aid might be rendered. When we reached Victoria Mines our train met the first special from the wreck, carrying twenty injured. They were in a van, and we had them transferred to one of the coaches of our train, giving them good accommodation to the hospital. We were aided in our work by Drs. Jas. Spence of Espanola, G. F. Jones and J. Christie of Webbwood. There never was a wreck in this district where men reached the hospital so quickly," said Dr. Cook. "The hospitals are manned by very capable nurses, and all of them proved to be real heroines. There was no complaint to be made of the medical attention afforded the injured, and none was made."

First-class Car Empty.

Montreal, Jan. 24.—(Special.)—At an early hour this morning a despatch was received at C. P. R. headquarters stating that the first-class car had been raised from the river bed, and that it contained no more bodies. This leaves the total of dead at thirty-one, with two missing, C. Carey, supposed to be of Montreal, and Lavery, the spare fireman, from North Bay.

The C. P. R.'s Statement.

Montreal, Jan. 23.—(Special.)—An official list of the dead from the Webbwood wreck was to-day issued by Mr. D. McNicoll, Vice-President of the C. P. R., showing that as far as is known thirty-one people perished in the disaster. This list is as yet

January 22
1910
Webbwood-26

TORONTO MAN WAS AMONG THE KILLED

Mr. R. A. Booth, Commercial Traveller, the Victim.

IN WRECK AT WEBBWOOD.

Rev. S. Childerhose, Well-known Here, Also Dead.

One Young Torontonian Among Those Who Escaped—Passengers on Other Trains, and Who Saw the Awful Wreck, Arrive in the City—Heroic Action of Conductor Reynolds.

One Toronto man at least is known to have been killed in the Webbwood wreck—namely, Mr. R. A. Booth—a traveller, of 12 Laurier avenue. Another Toronto man injured in the wreck is Mr. Byron J. Peaves of 669 Queen street west. The Rev. S. Childerhose of North Bay, who is among the dead, was well known in Toronto church circles.

Death of R. A. Booth.

The circumstances attending the death of Mr. R. A. Booth of 12 Laurier avenue, Toronto, are unusually sad. Mr. Booth was employed as a traveller for the American Tent & Awning Company of this city, and left for his regular run on the C. P. R. as far west as Port Arthur just two weeks ago. Mr. E. Parsons, manager of the company, on hearing of the

January 22 1910

Webbwood-27

is among the dead, was well known in Toronto church circles.

Death of R. A. Booth.

The circumstances attending the death of Mr. R. A. Booth of 12 Laurier avenue, Toronto, are unusually sad. Mr. Booth was employed as a traveller for the American Tent & Awning Company of this city, and left for his regular run on the C. P. R. as far west as Port Arthur just two weeks ago. Mr. E. Parsons, manager of the company, on hearing of the wreck, at once took steps to learn whether the deceased had been a passenger, and at the same time notified Mr. J. J. Conway of 14 Laurier avenue, a personal friend and neighbor, of his fears. Definite news of the fatality was received at noon yesterday, which Mr. Conway communicated to the widow and family.

The late Mr. Booth leaves, beside his wife, four small children all under nine years of age. He was 41 years of age, and had been a resident of the city for the past 15 years, and a highly-esteemed employee of the American Tent & Awning Company for the past four years. Peterboro' was his birth place, but prior to his residence in Toronto he resided in Bobcaygeon. The deceased was not a member of any fraternal society and had no insurance on his life. He was a member of St. Augustine's Anglican Church, where his family attend.

Rev. F. G. Plummer, rector of St. Augustine's Church, made a fitting reference last night to the loss sustained by the church and congregation in the death of Mr. Booth.

Rev. S. Childerhose Killed.

Rev. Stephen Childerhose was Superintendent of Presbyterian Home Missions in northern Ontario, having succeeded Rev. Dr. Allan Findlay in that office. He was a graduate in arts and theology of Queen's University, Kingston. Before taking up the work of Superintendent he was minister of St. Andrew's Church, Parry Sound, where his work was crowned with unusual success, and during his pastorate a fine new church was erected. He was well known not only in Kingston and Toronto in connection with his

January 22 1910

Webbwood-28

tained by the church and congregation in the death of Mr. Bough.

Rev. S. Childerhose Killed.

Rev. Stephen Childerhose was Superintendent of Presbyterian Home Missions in northern Ontario, having succeeded Rev. Dr. Allan Findlay to that office. He was a graduate in arts and theology of Queen's University, Kingston. Before taking up the work of Superintendent he was minister of St. Andrew's Church, Parry Sound, where his work was crowned with unusual success, and during his pastorate a fine new church was erected. He was well known not only in Kingston and Toronto in connection with his college career and his work on the Presbyterian Missionary Committee, but throughout all sections of northern Ontario. Since entering on the work of Superintendent he had made his home in North Bay, where his widow and family now reside. The late Mr. Childerhose, who was about 52 years of age, was a native of Cobden, Ontario. He is survived by his wife and one son, aged about fourteen.

Pulpit References.

Many of the Presbyterian ministers in Toronto made reference to the death of Mr. Childerhose at the services yesterday. Rev. Dr. Gilray of the College Street Presbyterian Church spoke of his long association with him on the Home Mission Committee, and placed him among the very strongest and most useful of the younger generation of ministers. Rev. Dr. W. G. Wallace, speaking of the tragedy at the Bloor Street Presbyterian Church, made special mention of Mr. Childerhose and of his success in securing strong ministers in man the churches throughout northern Ontario. Rev. Dr. Somerville, General Agent of the Church, and for many years associated with Mr. Childerhose in home mission work, said that the Church had suffered no loss in late years greater than in the death of the Superintendent for northern Ontario.

Slightly Injured.

Mr. R. J. Pearce of 403, Queen street west was another of those injured in the wreck. His brother, Claude Pearce, left for Sudbury on hearing of the accident, but a tele-

Constipation

January 22 1920

Webbwood-29

e Globe.

THE WEATHER.
Probabilities :—A little colder, with snow flurries.
The sun rises at 7.45 a.m. and sets at 5.44 p.m.
A British mail, via New York, closes on Monday at 11 a.m. Next mail Tuesday at 5.20 a.m.

Y, JANUARY 22, 1910—TWENTY-EIGHT PAGES AND MAGAZINE SECTION.

SIGNALS UP IONIST GAINS

RESULTS:

	670
reported)	434
Friday :—	
	22
	3
	6
	21
	10
	1
	159
	32
	59
	184
	13
	80
	2
	1
	64
ngth, including Nationalist and	250
	184

gives the combined Labor and Liberal

MANY PASSENGERS KILLED; C.P.R. WRECK NEAR WEBBWOOD

Car Struck Bridge and Was Burned, Two Others Going Into River.

BODIES STILL IN THE WATER

A Diver Has Been Sent Up, and Gangs of Men to Clear Wreck.

Vice-President McNicoll of the C. P. R. Issues an Official Statement—Injured Passengers Taken to Sudbury Hospital—Report That Six Have Died There—Full List of Dead Will Not be Available for Some Time Probably—Cause of the Accident is Unknown.

(Special Despatch to The Globe.)

Montreal, Jan. 21.—Vice-President McNicoll of the Canadian Pacific Railway tonight issued the following statement in regard to the wreck at Webbwood this afternoon:

"The latter half of the train from Montreal to Minneapolis, which left Montreal on Thursday night, left the track on Friday afternoon about 40 miles west of Nairn, on the Algoma branch, just east of the bridge cross-

THE DEAD AND INJURED.

North Bay, Jan. 20.—(Special.)—The estimated number of dead in the wreck is forty-eight. Only one name, that of Mrs. Houde, has yet been obtained. The incomplete list of injured follows:

CONDUCTOR REYNOLDS, head and [illegible], not serious, North Bay.
THOMAS PARRISH, St. Paul, hands and head, slightly.
MRS. GEORGE P. DIER, Bousseram, Manitoba, internal injuries, serious.
MIKE NIKOLA, Max, North Dakota, slightly.
L. McDONALD, Minneapolis, scalded body.
E. MANSFIELD, Montreal, injured internally, serious.
D. M. BRODIE, Police Magistrate, Sudbury, ribs fractured.
SAM BULLARD, St. Paul, scalded.
A. ODESMAN, Norway, head, slightly.
W. J. BELL, Sudbury, Manager Spanish River Pulp and Paper Co., injured head and chest.
JOE DOELLEITCH, Erin River, Michigan, shoulder injured.
J. H. WADE, Sudbury, abdominal injuries.
R. RUSSELL, Hamilton, cuts, head and arm.
W. D. WILMOT, Montreal, commercial traveller.
MRS. LINDALL, Winnipeg.
HARRY LINDALL, Winnipeg.
A. IRWIN, Manistee, Mich.
ALFONSO ROUSEL, six years old, Soo, Ont.
R. S. SMITH, Hamilton.
P. J. O'BRIEN, Randall, Man.
C. HOUDE, Soo, Ont., wife dead.
JOHNSON, traveller, Belleville.
J. H. WADE, Sudbury.
D. H. BRODIE, Police Magistrate, Sudbury.
W. J. BELL, lumberman, Sudbury, very serious.
R. J. PEARCE, commercial traveller, Toronto.
MR. AND MRS. BROWN, London.
O. S. MARTIN, commercial traveller, Waterloo.

RNED.

EACH ES.

Probably —Brother Discovers

ole. 21.—The Bach. day, shack

RECORD TRADE INCREASE.

EXPORTS AND IMPORTS BOTH SHOW GREAT GAINS.

For Nine Months of the Fiscal Year the Total Trade Was Over $12,000,000—Customs Revenues Also Show Remarkable Advances—A Splendid Showing.

(Special Despatch to The Globe.)

Ottawa, Jan. 21.—Canada's trade for December shows a record increase

A CARDINAL IN COURT.

F THERE BY FRENCH HOOL TEACHERS.

f Attempting to Destroy the

OLD MAN'S SAD END.

AUTHORITIES OF COUNTY INDUSTRIAL HOME CENSURED.

John Thompson Was Committed as a

	184
	13
	80
	2
	1
	64
ngth, including Nationalist and	
	250
	184
gives the combined Labor and Liberal	

RNED.

EACH
ES.

Probably
—Brother
Discovers

FIGHT.

TY GOES
Y.

ice Builds
g Poll in
e—Perks'

RECORD TRADE INCREASE.

EXPORTS AND IMPORTS BOTH SHOW GREAT GAINS.

For Nine Months of the Fiscal Year the Total Trade Was Over $12,000,000—Customs Revenues Also Show Remarkable Advances—A Splendid Showing.

(Special Despatch to The Globe.)

Ottawa, Jan. 21.—Canada's trade for December shows a record increase of over 40 per cent. as compared with the preceding December. There was an increase of no less than $15,562,336 in exports of domestic products and of $5,598,282 in imports. The total trade for the month was $72,227,465, an increase of $21,250,554. The total exports of domestic products were $38,046,086, and imports totalled $30,774,909. Of the increase in exports about $8,000,000 is credited to agriculture, reflecting the results of the record harvest of last year. In every line of exports an increase is shown.

For nine months of the fiscal year the total trade has been $312,436,678, a comparative increase of 18[illegible] 288,506. The imports totalled $287,041,923, an increase of $58,291,762. The exports of domestic products totalled $223,116,813, an increase of $26,322,826. During the nine months agricultural exports increased by $22,000,000 and exports of the forest by $7,000,000.

The Customs revenue for the month of December totalled $3,077,530, an increase of $1,207,224. For the nine months the Customs revenue totalled $44,936,056, an increase of $9,417,302.

THE QUEEN'S OWN TRIP.

SIR HENRY PELLATT'S OFFER ACCEPTED.

British Government Express Pleasure in the Patriotic and Generous Proposal of the Commander of the Regiment to Take it to England.

(Special Despatch to The Globe.)

Ottawa, Jan. 21.—A despatch has been received at the Militia Department from the Colonial Office announcing the acceptance by the Army Council of the offer of Sir Henry [illegible] Second Regiment. The [illegible] to England [illegible] expense of the [illegible] The de[illegible]

to Clear Wreck.

Vice-President McNicoll of the C. P. R. Issues an Official Statement—Injured Passengers Taken to Sudbury Hospital—Report That Six Have Died There—Full List of Dead Will Not be Available for Some Time Probably—Cause of the Accident is Unknown.

(Special Despatch to The Globe.)

Montreal, Jan. 21.—Vice-President McNicoll of the Canadian Pacific Railway Company issued the following statement in regard to the wreck at Webbwood this afternoon:—

"The latter half of the train from Montreal to Minneapolis, which left Montreal on Thursday night, left the track on Friday afternoon about 10 miles west of Nairn, on the Algoma branch, just east of the bridge crossing the Spanish River. The cause is as yet unknown.

"One coach struck the end of the bridge and was destroyed, the next coach going into the river. About twenty passengers are reported injured, three or four seriously. They have been taken to Sudbury Hospital.

"Several bodies have been recovered from the wreck, and more are supposed to be in the coach in the river. The dining car was only partly submerged and the passengers escaped. The sleeper turned over on its side. The General Superintendent is upon the ground with large gangs of men clearing the wreck, and a diver is on the way from Sault Ste. Marie."

Scene of the Accident.

North Bay, Jan. 21.—A terrible accident occurred this afternoon on the Soo branch of the C. P. R. thirty-seven miles west of Sudbury, when express No. 1 en route to Sault Ste. Marie, was derailed, taking a heavy toll in death and injury from the passengers. The express was speeding along with a good passenger list when, without warning of any kind, several cars left the rails, plunging down a steep embankment to the cars going into the Spanish River, adding death by drowning to the horrors of the railway accident.

Cars Under Water.

A dining-car is partially submerged, and the first-class car is almost wholly under water. Fourteen passengers were enjoying lunch in the dining-car when the accident happened, but it

D. M. BRODIE, Police Magistrate, Sudbury, ribs fractured.
SAM BULLARD, St. Paul, scalded.
A. ODESMAN, Norway, head, slightly.
W. J. BELL, Sudbury, Manager Spanish River Pulp and Paper Co., injured head and chest.
JOE DOELLEUCH, Erin River, Michigan, shoulder injured.
J. H. WADE, Sudbury, abdominal injuries.
R. RUSSELL, Hamilton, cuts, head and arm.
W. D. WILMOT, Montreal, commercial traveller.
MRS. LINDALL, Winnipeg.
HARRY LINDALL, Winnipeg.
A. IRWIN, Manistee, Mich.
ALFONSO ROUSEL, six years old, Soo, Ont.
R. S. SMITH, Hamilton.
P. J. O'BRIEN, Randall, Man.
C. HOUDE, Soo, Ont., wife dead.
JOHNSON, traveller, Belleville.
J. H. WADE, Sudbury.
D. H. BRODIE, Police Magistrate, Sudbury.
W. J. BELL, lumberman, Sudbury, very serious.
R. J. PEARCE, commercial traveller, Toronto.
MR. AND MRS. BROWN, London.
O. S. MARTIN, commercial traveller, Waterloo.

A CARDINAL IN COURT.

BROUGHT THERE BY FRENCH SCHOOL TEACHERS.

Accused of Attempting to Destroy the Authority of the Teachers by Issuing a Letter Warning Parents Against Public Schools.

(Associated Press Despatch.)

Rheims, France, Jan. 21.—Cardinal Ladovic Henry Lucon, Archbishop of Rheims, appeared before the Bar in his own behalf to-day at the continuation of the suit instituted against him by the public school teachers, charging that in signing the episcopal letter warning Catholic parents against the public schools he had designed to destroy the authority of the teachers.

The Cardinal read a statement in which, after explaining that he would leave the discussion of the question of his legal responsibility in signing the episcopal letter to his counsel, he declared that for his spiritual ministry, except to God, he owed responsibility only to the head of the Church. He denied that the episcopal letter had been inspired by political considerations, adding: "Its sole purpose was to warn Catholic parents of the danger to the faith and the morals of their children incurred in the use of certain text-books and the method of instruction in public schools."

ACCUSED OF BIGAMY.

ARTHUR ZIMMERMAN PLACED ON TRIAL IN BROOKLYN.

Taken There From Hamilton, Where He Had Lived Since Last October—Woman Accuses Him of Getting $800 From Her.

(Special Despatch to The Globe.)

New York, Jan. 21.—Arthur Zimmerman, otherwise known as Baron Von Liebenstein, was brought back to Brooklyn

OLD MAN'S SAD END.

AUTHORITIES OF COUNTY INDUSTRIAL HOME CENSURED

John Thompson Was Committed as a Lunatic, but There Was No Room at Asylum and He Was Detained in Jail Till Death.

The authorities of the Newmarket Industrial Home were censured by the jury which, under Coroner Gilmour, inquired into the death of a man named John Thompson, aged 72, who died in Toronto Jail yesterday forenoon.

The evidence laid before the Coroner's court indicated that some one had apparently been guilty of cruel indifference in the matter.

It appears that the old man was committed to the asylum as a lunatic, and it was alleged by a witness, the gateman who received Thompson at the jail on January 3 last, that he was so feeble that he had to be helped up the steps and was at once put in the hospital and never left the bed until he died yesterday.

He was to have gone to the asylum, but it was said to be full, and so the Newmarket Industrial Home authorities are alleged to have sent the poor, infeebled old man to the jail on a day and in a condition when he ought not to have been out at all.

Dr. Clendenan, who made the post-mortem, testified that death was due to feebleness or senile decay.

While in the jail the old man, who was deranged, kept calling "Mary" and "William," and the jail officials set about to try and find some one who knew him, but they were led to believe that his wife and relatives were dead.

Late last night it was stated that the old man's widow was living near Woodbridge, and that some other members of the family are living. It is said a request was intended to be sent to send the body from Toronto on the Canadian Northern, and that there a coroner would issue after the remains.

The jail authorities neglected to send the body to Toronto, in anticipation, and it is not claimed it

ly shack
all that
called to
evidently
there is
w the tre
own a few

FIGHT.

TY GOES
T.

ore Builds
g Poll in
e—Perks'

itish elec-
ess the re-
Nationalist,
ish will be
e was re-
hously had
ds. Redi-
rent party,
for in the
e sign of
ness the
s Govern-
balance of
ent.
and, H. J.
didate, who
ther-in-law
e Minister
ntary Sec-
de and has
questions,
was super-
ress.
ral who in-
Dauphin
e Rt. Hon.
assador to

Harcourt,
rks in the
ressed hal
division of
He is the
Rham Var-

at's cabin
the Liberal
division of
nouncing
Conservative
Conservative
Tories. In
for the con-
former lea-
Rey, York-
Eberts was
nce and the
approve his
leave
native, who
urghs, be
is head of
he big firm
lent of the
Trades As-

he defeated
ale Burghs,
n. of Edin-
ebate some
ten a clear

Lord Rose-
ly was pre-
Sir R. B.
ter of the
ect, objects
Budget and
R. He has
here and
burgh Rev

THE QUEEN'S OWN TRIP.

SIR HENRY PELLATT'S OFFER ACCEPTED.

British Government Express Pleasure in the Patriotic and Generous Proposal of the Commander of the Regiment to Take it to England.

(Special Despatch to The Globe.)

Ottawa, Jan. 21.—A despatch has been received at the Militia Department from the Colonial Office announcing the acceptance by the Army Council of the offer of Col. Sir Henry Pellatt, commanding the Second Regiment, Queen's Own Rifles, Toronto, to take that regiment to England next autumn for the purpose of participating in the Imperial army manoeuvres at Aldershot. The despatch says that his Majesty's Government have had great pleasure in accepting Sir Henry Pellatt's patriotic and generous offer.

Vancouver Island Settlement.

Victoria, B.C., Jan. 21.—Deputy R. Macpherson of the C. P. R. is conferring with Commissioner Dennis of the Salvation Army respecting the placing of British immigrants on land on Vancouver Island. More families are ready to come out from the old country than can be accommodated at present, owing to the delay in land clearing.

THE RESOURCES OF CANADA.

[illegible]

for December shows a record increase of over 40 per cent. as compared with the preceding December. There was an increase of no less than $14,563,536 in exports of domestic products and of $8,598,767 in imports. The total trade for the month was $72,527,463, an increase of $21,750,554. The total exports of domestic products were $38,066,056, and imports totalled $30,774,900. Of the increase in exports about $9,000,000 is credited to agriculture, reflecting the results of the record harvest of last year. In every line of exports an increase is shown.

For nine months of the fiscal year the total trade has been $512,486,578, a comparative increase of $83,288,504. The imports totalled $267,041,925, an increase of $58,291,782. The exports of domestic products totalled $221,116,813, an increase of $26,222,626. During the nine months agricultural exports increased by $25,000,000 and exports of the forest by $7,000,000.

The Customs revenue for the month of December totalled $5,077,589, an increase of $1,207,224. For the nine months the Customs revenue totalled $44,036,058, an increase of $9,417,202.

branch, just east of the bridge crossing the Spanish River. The cause is as yet unknown.

One coach struck the end of the bridge and was destroyed, the next coach going into the river. About twenty passengers are reported injured, three or four seriously. They have been taken to Sudbury Hospital.

Several bodies have been recovered from the wreck, and more are supposed to be in the coach in the river. The dining car was only partly submerged and the passengers escaped. The sleeper turned over on its side. The General Superintendent is upon the ground with large gangs of men clearing the wreck, and a diver is on the way from Sault Ste. Marie.

Scene of the Accident.

North Bay, Jan. 21.—A terrible accident occurred this afternoon on the Soo branch of the C. P. R. thirty-seven miles west of Sudbury, when express No. 7, en route to Sault Ste. Marie, was derailed, taking a heavy toll in death and injury from the passengers. The express was speeding along with a good passenger list when, without warning of any kind, several cars left the rails, plunging down a steep embankment, two of the cars going into the Spanish River, adding death by drowning to the horrors of the railway accident.

Cars Under Water.

A dining car is partially submerged and the first-class car is almost wholly under water. Fourteen passengers were enjoying lunch in the dining car when the accident happened, but it is stated that the diner and waiters escaped. About twenty-five passengers were in the first-class car, which is partially or wholly submerged, and how many are dead and injured is not known until the diver who is being rushed here reaches the scene. A special train from Sault Ste. Marie carries the diver.

Second-class Car Burned.

Twenty passengers at least were in the second-class car which took fire and was burned, causing additional horror to the disaster.

The accident happened between 1 and 2 o'clock this afternoon, and word of the affair reached here from the Bruce Mines at the train [illegible] of Sudbury, bringing of [illegible] and officials of the Soo road speeding to the scene of the disaster, passengers at the Mattawa of the Spanish River. Still the doomed cars [illegible] the river, with [illegible] and whether [illegible]

BROUGHT THERE BY FRENCH SCHOOL TEACHERS.

Accused of Attempting to Destroy the Authority of the Teachers by Issuing a Letter Warning Parents Against Public Schools.

(Associated Press Despatch.)

Rheims, France, Jan. 21.—Cardinal Ludovic Henry Lucon, Archbishop of Rheims, appeared before the Bar in his own behalf to-day at the continuation of the suit instituted against him by the public school teachers, charging that in signing the episcopal letter warning Catholic parents against the public schools he had designed to destroy the authority of the teachers.

The Cardinal read a statement, in which, after explaining that he would leave the discussion of the question of his legal responsibility in signing the episcopal letter to his counsel, he declared that for his spiritual ministry, except to God, he owed responsibility only to the head of the Church. He denied that the episcopal letter had been inspired by political considerations, adding: "Its sole purpose was to warn Catholic parents of the danger to the faith and the morals of their children incurred in the use of certain textbooks and the method of instruction in public schools."

ACCUSED OF BIGAMY.

ARTHUR ZIMMERMAN PLACED ON TRIAL IN BROOKLYN.

Taken There From Hamilton, Where He Had Lived Since Last October—Woman Accuses Him of Getting $800 From Her.

(Special Despatch to The Globe.)

New York, Jan. 21.—Arthur Zimmerman, otherwise known as Baron Von Liebenstein, was brought back to Brooklyn to-day by Detective Martin McAuley on an indictment for bigamy and perjury.

In April, 1901, it is charged, he married Mrs. Louise Bahr, who then lived at 66 East Twenty-second street, Williamsburg, and on June 1, 1903, married Mrs. Elodie Grossman of 1,63 Hancock street.

Mrs. Grossman is said to have discovered the other marriage shortly after her honeymoon. Shortly after Zimmerman took a trip to Hamilton, Ont., remaining there until June. In October last a warrant was issued for Zimmerman's arrest on a charge of bigamy. Mrs. Grossman charged he got $800 from her and tried to get $3,000 from her brother. When arraigned before Judge Fanciulli, Zimmerman pleaded not guilty.

G. T. PACIFIC STEAMERS.

Company to Use Extensively Into Coast Carrying Trade.

[illegible]

AUTHORITIES OF COUNTY INDUSTRIAL HOME CENSURED.

John Thompson Was Committed as a Lunatic, but There Was No Room at Asylum and He Was Detained in Jail Till Death.

The authorities of the Newmarket Industrial Home were censured by the jury which, under Coroner Gilmour, inquired into the death of an aged man named John Thompson, aged 74, who died in Toronto Jail yesterday forenoon.

The evidence laid before the Coroner's court indicated that some one had apparently been guilty of cruel indifference in the matter.

It appears that the old man was committed to the asylum as a lunatic, and it was alleged by a witness, the gateman who received Thompson at the jail on January 8 last, that he was so feeble that he had to be helped up the steps and was at once put in the hospital and never left his bed until he died yesterday.

He was to have gone to the asylum, but it was said to be full, and so the Newmarket Industrial Home authorities are alleged to have sent the poor, infirm old man to the jail on a day and in a condition when he ought not to have been out at all.

Dr. Clendenan, who made the post-mortem, testified that death was due to feebleness or senile decay.

While in the jail the old man, who was deranged, kept calling "Mary" and "William," and the jail officials set about to try and find some one who knew him but they were led to believe that his wife and relatives were dead.

Late last night it was stated that the old man's widow was living near Woodbridge, and that some of the members of the family are poor. It is said a request was planned for the body to send the body for a station on the Canadian Northern, and that there a send-off would take place the remains.

The jail authorities [illegible] the body [illegible] The body [illegible] and [illegible] will go to the School of Anatomy.

To Build Two Dreadnoughts.

[illegible]

SIR HENRY PELLATT'S OFFER ACCEPTED.

British Government Express Pleasure in the Patriotic and Generous Proposal of the Commander of the Regiment to Take it to England.

(Special Despatch to The Globe.)

Ottawa, Jan. 21.—A despatch has been received at the Militia Department from the Colonial Office announcing the acceptance by the Army Council of the offer of Col. Sir Henry Pellatt, commanding the Second Regiment, Queen's Own Rifles, Toronto, to take that regiment to England next autumn for the purpose of participating in the Imperial Army manoeuvres at Aldershot. The despatch says that his Majesty's Government have had great pleasure in accepting Sir Henry Pellatt's patriotic and generous offer.

Vancouver Island Settlement.

Victoria, B.C., Jan. 21.—(Special.)—R. Marpole of the C. P. R. is conferring with Commissioner Cotsworth of the Salvation Army respecting the placing of British immigrants on land on Vancouver Island. Here families are ready to come out from the old country than can be accommodated at present owing to the delay in land clearing.

THE RESOURCES OF CANADA.

[illegible]

left in death and injury from the passengers. The express was speeding along with a good passenger list when, without warning of any kind, several cars left the rails, plunging down a steep embankment, two of the cars going into the Spanish River, adding death by drowning to the horrors of the railway accident.

Cars Under Water.

A dining-car is partially submerged, and the first-class car is almost wholly under water. Fourteen passengers were enjoying lunch in the dining-car when the accident happened, but it is stated that they all got out safely. About twenty-five passengers were in the second-class car, which is partially or wholly submerged, and two men are dead, still more known with the other men being rushed to the express all train from South Ste. Marie, [illegible] at the rate.

Second-class Car Burned.

Twenty passengers of [illegible] the second-class car, which took fire and was burned, adding additional horror to the disaster.

The accident happened between 1 and 2 o'clock this afternoon, and when the news of the rate [illegible] from the front and of the [illegible] of [illegible] breaking of [illegible] and [illegible] [illegible] the [illegible] [illegible] passengers [illegible] the waters of the Spanish River, [illegible] the dining cars. The first [illegible] [illegible] bridge [illegible] for [illegible] [illegible] happened, and a [illegible] [illegible] or broken track may never be known, as the train is [illegible] Conductor Thomas Reynolds was injured, but ignored his hurts and did everything he could to mitigate the sufferings of the injured passengers. Physicians were hurried to the scene from Sudbury as soon as word was received, and a working train with General Superintendent [illegible] on board came from North Bay. Arrangements were made to [illegible] a special [illegible]

(Continued on Page 2.)

instruction in public schools.

ACCUSED OF BIGAMY.

ARTHUR ZIMMERMAN PLACED ON TRIAL IN BROOKLYN.

Taken There From Hamilton, Where He Had Lived Since Last October—Woman Accuses Him of Getting $800 From Her.

(Special Despatch to The Globe.)

New York, Jan. 21.—Arthur Zimmerman, otherwise known as Baron Von Lichtenstein, was brought back to Brooklyn today by Detective Martin McAuley on an indictment for bigamy and perjury.

In April, 1904, it is charged, he married Mrs. Louise Hahl, who then lived at 506 East Twenty-second street, Flatbush, and on April 21, 1909, married Mrs. Emma Grohman of 1262 Hancock street.

Mrs. Grohman is said to have discovered the other marriage shortly after her honeymoon, whereupon Zimmerman took a hasty trip to Hamilton, Ont., remaining there until [illegible]. In October last a warrant was issued for Zimmerman's arrest on a charge of bigamy. Mrs. Grohman alleges that he got $800 from her and tried to get $1,000 from her brother.

When arraigned before Judge Kaye yesterday Zimmerman pleaded not guilty.

G. T. PACIFIC STEAMERS.

Company to Go Extensively Into Coast Carrying Trade.

[illegible]

Suicide at Vancouver.

Vancouver, Jan. 21.—Henry Kelway, an inmate of the City Police Home, Heatly street, [illegible] this morning [illegible] with a razor. [illegible] drinking [illegible] was a native of Port Hope [illegible] not to have been out at all.

Dr. Cleutman, who made the post-mortem, testified that death was due to feebleness or senile decay.

While in the jail the old man, who was deranged, kept calling "Mary" and "William," and the jail officials set about to try and find some one who knew him, but they were led to believe that his wife and relatives were dead.

Late last night it was stated that the old man's widow was living near Woodbridge, Ont. That some other members of the family are also living. It is said a request was phoned to the jail to send the body to a station on the Canadian Northern, and that there a sensation would arise after the remains.

The jail authorities, however, carried out the body, [illegible] [illegible] and it will be examined [illegible] will go to the School of Medicine.

To Build Two Dreadnoughts.

Buenos Ayres, Jan. 21.—The Minister of Ministers has [illegible] the recommendation in the Navy Estimates for two dreadnoughts to be built by an American company. The Estimates will be of 25,000 tons each, with a speed of 21 knots.

GING IN THE STREET.

The Coal is Said to be Anthracite of Good Quality and it Has Been Tested in Stoves—Regarded as Evidence of Rich Deposits.

(Special Despatch to The Globe.)

Port Arthur, Jan. 21.—The excitement aroused by the discovery of a small vein of anthracite coal under the city by an excavation gang a week ago was further heightened to-day when a larger vein of better quality coal was discovered by a gang laying water mains. There are evidently several tons in the pocket, and the contractor is utilizing it in his forges on the work. It has also been tried in furnaces and stoves of nearby houses, and has given good satisfaction. The coal is about the same quality as that discovered at Rossport. The veins run north and south, and many believe that it is positive proof of the existence of large deposits in this vicinity.

MANY PASSENGERS KILLED IN C.P.R. WRECK

(Continued from Page 1.)

train from Sault Ste. Marie to recover the bodies from the submerged cars, and he is now at the scene with a full outfit.

Six Died at Sudbury.

The injured were rushed to Sudbury Hospital, and six have already died. The rumor that C.P.R. Claims Agent Thomas Hay had been injured seems to be unfounded, as reports have been received from him since the wreck.

The engine, baggage, express, mail, and one second-class car remained on the rails, while one second-class, the first-class diner, and the sleeper left the rails, plunging down the embankment, the first-class car and diner going into the river, while the sleeper and second-class car remained on the ground, but the second-class car was burned. Engineer Trelford and the train crew, with the exception of Conductor Reynolds, escaped injury.

Dr. Henry A. Beatty, chief surgeon of the C. P. R., will leave for Sudbury on the 9.45 train this morning to take charge of the injured. Word reached him too late last night to allow his taking the Winnipeg train, which left the city at 10.10 o'clock, but he is not worrying, because Sudbury possesses ample facilities for the care of those in the hospital. There is a possibility, however, that some of the most seriously injured who can be moved will be brought down to the Western Hospital here. Dr. Beatty will not take along any other doctors or nurses.

WALMER ROAD CHURCH.

Baptist Congregation Also Maintains Thriving Mission.

The annual meeting of the Walmer Road Baptist Church was held last night, about five hundred members sitting down to supper at 6.30 o'clock and the regular business meeting convening.

ing, and speeches were made by Inspector Leake and Dr. Wickett. Dr. Wickett referred to the great need of technical education and to the progress made. He did not think the school should be purely local, but should be used by the district and that a Government grant should be made. Mr. Leake said it was the first school of the kind in Ontario, and he congratulated the board, especially on the Art School in connection with it.

Decide to Come In.

A meeting of ratepayers was held in Swazzle's Hall, Barton street east, in reference to the proposal that the section annexed in 1891, between Wentworth street and Sherman avenue, be placed on the same basis in regard to taxation and local improvement as the older portions of the city. Speeches were made by Mayor McLaren, Controllers Gardner, Cooper and Allan, Ald. Robson, Milne and Plunkett and ex-Ald. Allen and Wm. Barrett, who referred to the advantages of the proposed change. It was pointed out that unless the ratepayers agreed to come in with the others, and paid their share of the taxes, the Council would not spend any more money there unless under the local improvement plan. A resolution was passed endorsing the proposition.

Attempted Kidnapping.

J. McKenna, 198 MacNab street north, complained to the police this morning of an attempted kidnapping by an Italian from Toronto at his house last night. It is said that the Italian is the godfather of McKenna's child, and that he was under the impression that it was to be given to him. Last night he entered the house by a basement window and was prowling about there when the noise he made woke up James Lindsay, one of the boarders. Lindsay went into the basement and saw the Italian getting out of the window.

Notes.

A. F. Zimmerman was taken to Brooklyn last night, where he will have to stand his trial on a charge of perjury. It is alleged that Zimmerman is a bigamist.

Assessment Commissioner Macleod figures that the population of Hamilton is now 70,203.

The annual banquet of the Hamilton Football Club was held at the Waldorf Hotel to-night. There was a large attendance, and a jolly time was spent. Mr. Adam Zimmerman presided.

A smoking concert was held by the Liberal Club to-night. Mr. Calvin Davis, President, was in the chair. A good musical programme was given, and Mr. W. T. Evans spoke on British politics.

Chas. Mooney was to-night arrested on a charge of stealing $2 from the till of Frank Holday's restaurant.

Prince Rupert Booming.

Victoria, B.C., Jan. 21.—(Special.)—A large party of G. T. P. officials have just returned from inspecting Prince Rupert. They found everything booming.

AN EXPLOSION AT GALT.

WOMAN AND HER DAUGHTER MAY DIE.

J. Baston and His Two Other Daughters Had Narrow Escape When Their Home on Haddington Street Was Wrecked Last Night.

(Special Despatch to The Globe.)

GALT, Jan. 21.—The house of J. Baston on Haddington street here was wrecked by an explosion, and it is feared his wife and fifteen-year-old daughter are fatally injured. A second daughter was also badly burned. Baston and a third daughter escaped serious injury. The explosion occurred about 10 o'clock to-night, and the definite cause could not be ascertained. The family of the Fire Chief could throw no light on the affair. There is no natural gas in the house, although natural gas is used in surrounding houses. Baston is an Englishman, and his house, which is a frame, was only recently completed. The walls and floors were blown out by the explosion, which occasioned a good deal of excitement in the neighborhood. It was some three weeks ago that there was a report that his death was an explosion of natural gas in his house.

COAL AT PORT ARTHUR.

VEINS FOUND BY GANGS DIGGING IN THE STREET.

The Coal is Said to be Anthracite of Good Quality and It Has Been Tested in Stove—Regarded as Evidence of Rich Deposits.

(Special Despatch to The Globe.)

The ex-
e the
thracite
ravation
r Heigh-
vein of

HAMILTON NEWS.

BOARD OF TRADE ANNUAL MEETING HELD YESTERDAY.

President Southam Discusses Interesting Questions—Meeting at the Technical School—Annexed Section Ready to Accept Equal Terms.

(Special Despatch to The Globe.)

HAMILTON, Jan. 21.—The annual meeting of the Board of Trade was held this afternoon. In his inaugural address President Southam referred to a number of important questions, including the Lake Erie & Hamilton canal scheme, to the encouraging trade outlook and to the naval question. He thought that Canada should make a direct contribution to the Imperial Exchequer, to be expended as the Admiralty may see fit, and at a later period, when the country could bear the expense, it might begin the construction of a navy. Referring to the relations between capital and labor, he favored arbitration, if possible, before a strike was declared. He favored the taxation of unimproved land. The board refused to join with Berlin in the effort to get legislation to make it necessary to secure the permission of municipalities before any licenses could be granted. The Board of Education was congratulated on the successful opening of the Technical School.

The Technical School.

Meetings were held at the Technical School this afternoon and evening and a large number of people inspected the institution. Trustee Ward presided in the afternoon, and addresses were delivered by Inspector Leake and W. A. Robinson. Trustee McMillan presided in the evening, and speeches were made by Inspector Leake and Dr. Wickett. Dr. Wickett referred to the great need of technical education and to the progress made. He did not think the school should be purely local, but should be used by the district, and that a Government grant should be made. Mr. Leake said it was the first school of the kind in Ontario, and he congratulated the board, especially on the Art School in connection with it.

Decide to Come In.

A meeting of ratepayers was held in Searle's Hall, Barton street east, in reference to the proposal that the section annexed in 1909, between Wentworth street and Sherman avenue, be placed on the same basis in regard to taxation and local improvement as the other portions

Globe.

Y, JANUARY 24, 1910—FOURTEEN PAGES. PRICE TWO CENTS.

THE WEATHER.

Probabilities :—Mostly fair ; a little colder at night.

The sun rises at 7.43 a.m. and sets at 5.17 p.m.

A British mail, via New York, closes to-day at 11 a.m. Next mails to-morrow at 5.20 and 11 a.m.

AY; POSITION

LTS:

	670
	503
	26
	1
	8
	34
	19
	4
	185
	33
	67
	218
	17
	99
	2
	1
	79
Nationalists and	
	285
	218

S SECTION
REAT FIRE.

Hundred Thousand
surance—Shame-
Dynamite and
ons.

lobe.)
only one thousand and cost
were several narrow escapes.
Clung fainted and had to be
from the burning building.
principally Assyrians and
tore the hair from their
they saw their little all lick-
the flames. There was time

TOTAL DEAD IN C.P.R. WRECK MAY NEVER BE KNOWN

Incomplete Official List Gives Number at Thirty-one.

ESTIMATES ARE MUCH HIGHER.

Details of the Dead and Injured So Far As Ascertained.

Searching for the Bodies—A Gruesome Hunt in the Spanish River—Varying Reasons Set Forth as the Cause of the Accident—A Detailed Story of the Tragedy.

(Special Despatch to The Globe.)

SERIOUSLY INJURED.

SAM. BOULLARD, aged 27, cook, of St. Paul, Minn., scalded about head, chest, and arms.

JOHANN PISQUIAL, aged 30, foreign immigrant, badly bruised about the chest and back ; suffering considerably from shock.

JOE TOHEZAT, aged 40, immigrant, several ribs fractured and badly bruised ; condition improved, but not yet out of danger.

NOT SERIOUSLY.

DAVID M. BRODIE, Police Magistrate, Sudbury, fractured several ribs on right side.

SOPHIA CUCIF, aged 17 years, immigrant, fracture of one rib.

MRS. G. P. DYER, aged 40, Bozeman, Montana, bruised about body.

J. F. JOHNSTONE, 34, Belleville, bruised back and leg.

ALBERT M'DONALD, aged 42, chef, Ottumwa, Iowa, scalded about arms, face, and right leg.

CHAS. MAHER, aged 21, lumberman, Montreal, abrasions of hands and face.

ER, aged 22, lumberman, , bruised ankle ; suffering ck.

MASSPIELD, aged 19,

OFFICIAL LIST OF DEAD.

Montreal, Jan. 23.—(Special.)—The following is the official list of the dead in the wreck near Webbwood issued by the C. P. R. to-night :—

FATHER CHAILLOU, Dorval, Que.
J. HENAULT, Matheson, Ont., died in Sudbury hospital, January 22.
TAROFORF HOPPE.
MRS. C. HOUDE, Sault Ste. Marie, Ont., drowned in diner.
GEORGE McILHENNY, North Bay, C.P.R. fireman.
GEORGE McLAUGHLIN, farmer, 22 years old, Acton Mills, Ont., died January 22 in Sudbury hospital.
NICK NIKOLANKO, 150 Walley street, Lawrence, Mass., died on way to hospital.
JOHN RESBACK, North Bay, C.P.R. fireman.
S. J. SAUNDERS, Orillia, Ont., commercial traveller, drowned in diner, body taken to Sudbury.
ZONNUM SPINKZIE, going to Chisholm, Minnesota, died in Sudbury hospital January 22.
T. H. WATT, Montana, drowned, body taken out of diner and sent to Sudbury.
UNKNOWN MAN, Italian or French.
ROSENZA, foreigner.
C. CAREY, Montreal.
REV. S. CHILDERHOSE, North Bay, Ont., a Superintendent of Presbyterian Missions.
R. A. BOOTH, 13 Laurier avenue, Toronto.
W. J. ROBERTSON, Arnprior, travelling auditor of the C.P.R.
PATRICK KINELLAN, Bruce Mines.
E. F. BEMMELS, Lisbon, North Dakota.
ELDERLY WOMAN, unidentified.
MIDDLE-AGED WOMAN, unidentified.
THOMAS AUSSANT, Blind River, Ont.
UNIDENTIFIED BOY, 12 years old.
CLARA TEES, a four-year-old girl of North Bay, who was travelling with Mr. Kinehan, her grandfather.

The list, The Globe's Montreal correspondent says, is still incomplete. He adds that as far as known officially 31 people perished in the wreck.

The Globe's North Bay correspondent gives the following additional names, but makes his total the same as the official figures :—

JOSEPH KELLY, Leavenworth, Washington Territory.
DR. WHITECLOUD, Indian patent medicine vendor, Powassan.
GEORGE McDOUGALL, Copper Cliff.
MRS. STARK, Shawville, Que.
HIRAM JOHNSTONE, fur traveller, Montreal.
DR. McLELLAN, formerly of Westmeath, now of Blind River.
J. WATTS, Renfrew, died in hospital.

The official statement of the cause of the wreck is that "the fourth coach from the engine left the track about 300 feet east of the bridge, but the cause of this has not yet been ascertained. Inquiries as to this will be held by the Railway Commission and the Canadian Pacific Railway."

A SIGNIFICANT VICTORY.

LIBERALS WIN ST. ANDREWS

BURNING IN SCOTLAND

OTTAWA BYE-ELECTION.

AY; POSITION

LTS:

	670
	503
	26
	1
	8
	34
	19
	4
	185
	33
	67
	218
	17
	99
	2
	1
	79
g Nationalists and	
	285
	218

SS SECTION GREAT FIRE.

Hundred Thousand
ssurance—Shame-
Dynamite and
dons.

Globe.)

only one thousand and post

were several narrow escapes. ectlung fainted and had to be from the burning building. principally Assyrians and tore the hair from their e they saw their little all lick- by the flames. There was time removal of furniture, bedding. m many of the buildings be- flames reached them, and carried hundreds of to the street, but a lot was destroyed when the flames opposite side.

es carried off the greater part t was saved by the flames with acity scarcely credifable. Mr.

TOTAL DEAD IN C.P.R. WRECK MAY NEVER BE KNOWN

Incomplete Official List Gives Number at Thirty-one.

ESTIMATES ARE MUCH HIGHER.

Details of the Dead and Injured So Far As Ascertained.

Searching for the Bodies—A Gruesome Hunt in the Spanish River—Varying Reasons Set Forth as the Cause of the Accident—A Detailed Story of the Tragedy.

(Special Despatch to The Globe.)

SERIOUSLY INJURED.

SAM. BOULLARD, aged 27, cook, of St. Paul, Minn., scalded about head, chest, and arms.

JOHANN PISQUIAL, aged 30, foreign immigrant, badly bruised about the chest and back; suffering considerably from shock.

JOE TOBEZAT, aged 40, immigrant, several ribs fractured and badly bruised; condition improved, but not yet out of danger.

NOT SERIOUSLY.

DAVID M. BRODIE, Police Magistrate, Sudbury, fractured several ribs on right side.

SOPHIA CUCIF, aged 17 years, immigrant, fracture of one rib.

MRS. G. P. DYER, aged 40, Bozeman, Montana, bruised about body.

J. F. JOHNSTONE, 34, Belleville, bruised back and leg.

ALBERT M'DONALD, aged 42, chef, Ottumwa, Iowa, scalded about arms, face, and right leg.

CHAS. MAHER, aged 21, lumberman, Montreal, abrasions of hands and face.

JOS. MAHER, aged 22, lumberman, Montreal, bruised ankle; suffering from shock.

EDMUND MANSFIELD, aged 18, Montreal, news agent, bruised about head and lower limbs.

MICHAEL NIKOLINKO, laborer, scalp wounds and bruised about body.

PARRISH, aged 35, St. several scalp wounds; not

OFFICIAL LIST OF DEAD.

Montreal, Jan. 23.—(Special.)—The following is the official list of the dead in the wreck near Webbwood issued by the C. P. R. to-night:—

FATHER CHAILLOU, Dorval, Que.
J. HENAULT, Matheson, Ont., died in Sudbury hospital, January 22.
TAROFORF HOPPE.
MRS. C. HOUDE, Sault Ste. Marie, Ont., drowned in diner.
GEORGE McLHENNY, North Bay, C.P.R. fireman.
GEORGE McLAUGHLIN, farmer, 22 years old, Acton Mills, Ont., died January 22 in Sudbury hospital.
NICK NIKOLANKO, 150 Walley street, Lawrence, Mass., died on way to hospital.
JOHN RESBACK, North Bay, C.P.R. fireman.
S. J. SAUNDERS, Orillia, Ont., commercial traveller, drowned in diner, body taken to Sudbury.
ZONNUM SPINKZIE, going to Chisholm, Minnesota, died in Sudbury hospital January 22.
T. H. WATT, Montana, drowned, body taken out of diner and sent to Sudbury.
UNKNOWN MAN, Italian or French.
BOSENZA, foreigner.
C. CAREY, Montreal.
REV. S. CHILDERHOSE, North Bay, Ont., a Superintendent of Presbyterian Missions.
R. A. BOOTH, 13 Laurier avenue, Toronto.
W. J. ROBERTSON, Arnprior, travelling auditor of the C.P.R.
PATRICK KINEIFAN, Bruce Mines.
E. F. BEMMELS, Lisbon, North Dakota.
ELDERLY WOMAN, unidentified.
MIDDLE AGED WOMAN, unidentified.
THOMAS AUSSANT, Blind River, Ont.
UNIDENTIFIED BOY, 12 years old.
CLARA TEES, a four-year-old girl of North Bay, who was travelling with Mr. Kinehan, her grandfather.

The list, The Globe's Montreal correspondent says, is still incomplete. He adds that as far as known officially 31 people perished in the wreck.

The Globe's North Bay correspondent gives the following additional names, but makes his total the same as the official figures:—

JOSEPH KELLY, Leavenworth, Washington Territory.
DR. WHITECLOUD, Indian patent medicine vendor, Powassan.
GEORGE McDOUGALL, Copper Cliff.
MRS. STARK, Shawville, Que.
HIRAM JOHNSTONE, fur traveller, Montreal.
DR. McLELLAN, formerly of Westmeath, now of Blind River.
J. WATTS, Renfrew, died in hospital.

The official statement of the cause of the wreck is that "the fourth coach from the engine left the track about 300 feet east of the bridge, but the cause of this has not yet been ascertained. Inquiries as to this will be held by the Railway Commission and the Canadian Pacific Railway."

A SIGNIFICANT VICTORY.

LIBERALS WIN ST. ANDREW'S BURGHS IN SCOTLAND.

For Thirty Years It Had Remained Conservative — Mr. Lloyd-George Will Know Result of Polling in His Constituency To-day.

OTTAWA BYE-ELECTION.

THREE CANDIDATES ARE OFFICIALLY IN THE FIELD.

Official Nominations Took Place on Saturday—Mr. A. A. Allard the Liberal Candidate — Independent Conservative Candidate Stays in

...ing. There was time
...removal of furniture, bedding.
...many of the buildings be-
...flames reached them, and
...carried hundreds of
...to the street, but a lot
...destroyed when the flames
...the opposite side.

...carried off the greater part
...was saved by the flames with
...city scarcely creditable. Mr.
...had saved half a dozen fur
...other clothing, but a few
...later they had disappeared.
...Sibolski packed his stock of
...shoes in boxes and took
...down to the river, along with
...es and blankets. These had
...red before daylight. Chief
...nd his assistant did all they
...to protect the property, and
...ree or four arrests. Men
...ad up mattresses with all
...goods and run over the snow
...darkness and that was the
...t. It is said the flames ori-
...from a coal oil heater that
...left burning when the pool-
...sed for the night.

...ntity of gasoline stored close
...ool-room blew the whole front
...he store. Dynamite added to
...spread of the flames, and a
...of it was carried out to safety
...goods before the fire could
... Fortunately the wind was
...d in a northwest direction,
...e the Catholic Church and
...ouse, with other buildings
...back, could not have escaped.
...homeless ones were taken in
...bors. To-morrow morning
...rchants will open up in tents
...ory to rebuilding. The names
...nsurance companies are not
... Had there been water in the
...m Chief Smith says he could
...ontrolled the fire at the begin-
...they had it under control
...well in the house went dry.
...thing that handicapped the
...ers was the lack of hoses
...not a house having a ladder in
... Sixteen cases of whiskey,
...y Provincial Constable Murr,
...stored in the Flat Iron build-
...e stolen during the fire, and
...rwards dozens were stagger-
...k on the streets. A barrel of
...m Giles' drug store was car-
...y in buckets.

...H OF MR. A. F. WOOD.

...ENTED NORTH HASTINGS IN LEGISLATURE.

...inent Businessman of Madoc ...m Elder in the Presbyterian ...ch—Had Served in County ...cil and Was Elected Warden.

(C.N.W. Press Despatch.)

... Jan. 23.—Mr. A. F. Wood, ...ime one of the most promin... of central Ontario, died at ...n Saturday evening. He was ... of age, but up to his last ...ommencing about two weeks ...had retained all his faculties ...as active as ever in his in... the public affairs of the ...nd welfare of the village. Mr. ...as born in Jefferson county, ...nd came to Madoc about 60 ...o. He served in the County ...f Hastings, and occupied the ... chair. He represented ...astings in the Ontario Legis... for three terms, first as a fol...

...face.

JOS MAHER, aged 22, lumberman, Montreal, bruised ankle; suffering from shock.

EDMUND MANSFIELD, aged 19, Montreal, news agent, bruised about head and lower limbs.

MICHAEL NIKOLINKO, laborer, scalp wounds and bruised about body.

THOMAS PARRISH, aged 35, St. Paul, several scalp wounds; not serious.

ALPHONSE RUSSELLE, aged 41, scalp wound; not serious.

RUSELLE SMITH, aged 37, Hamilton, several scalp wounds and bruises; not serious.

LEFT HOSPITAL.

B. J. PEARCE, Toronto.

W. RYAN, P. J. O'BRIEN, Carn's Houde, Soo, Ont.

JOSEPH CHANCE, Italian boy, arm and leg cut; not serious; still at Webbwood.

J. L. MOORE, Wayland, Mass., cut hands; gone on to St. Paul today.

J. ATRINA SZCUC, immigrant, face and hands cut; gone to Soo.

JOSEPH LUNDWEIR, head hurt and bruised; gone to St. Paul.

PAUL DINOVETZER, head cut; gone to Soo.

IN HOMES AT SUDBURY.

W. J. BELL, aged 30, severe cuts on head, and bruised.

J. H. WADE, aged 36, cut wrist and bruised chest; not serious.

Sudbury, Jan. 23.—Early this morning men with pike poles commenced prodding about in the icy waters of the Spanish River for the victims of Friday's railway catastrophe, which occurred near Nairn, on the Soo branch of the C. P. R., but which has become known as the Webbwood wreck. The gruesome hunt was continued until darkness rendered the task almost abortive, but some fifteen or sixteen bodies were secured before the men desisted.

The Search Continues.

Already thirty dead passengers of the ill-fated Soo express have been accounted for, and the local undertaking establishments are overtaxed. As the search continues it becomes apparent that the toll of death will be much greater than was at first imagined. While one hesitates to say anything that would cause unnecessary alarm, it would not be surprising if the total list of dead approached closely to the sixty mark. Stories of passengers who escaped would seem to bear this out.

May Not Recover All Bodies.

Many bodies, it is thought, will never be recovered. Some were burned in the portion of the second-class coach, which buckled after striking the bridge, and the swift current of the deep running river may also have swept away beneath the ice some of those who perished in the cars, as the doors and windows were open in most cases when the dining car and first-class coach were drawn out upon the bank to-day by two powerful cranes. So far the hunt for bodies has really only commenced. The first- and part of the second- are believed to be still beneath the surface.

A SIGNIFICANT VICTORY.

LIBERALS WIN ST. ANDREW'S BURGHS IN SCOTLAND.

For Thirty Years it Had Remained Conservative — Mr. Lloyd-George Will Know Result of Polling in His Constituency To-day.

The returns of Saturday's polling received up to last night somewhat encouraged the drooping spirits of the Liberals. Of the seven returns registered, six of them showed Government candidates at the head of the poll. For the first time there were no Unionist gains registered, while the Government succeeded in transferring two formerly Conservative constituencies into its columns. The Pudsey division of West Yorkshire, which at the bye-election of 1908 gave a Conservative majority of 112, goes over to Liberalism by the substantial lead of 1,415. An even more significant Liberal victory is that of St. Andrew's Burgs, Scotland, which has remained in the Conservative columns for nearly 30 years, and now goes Liberal by 128.

The eyes of those interested were largely centred on Saturday on Carnarvon Boroughs, Wales, where the Right Hon. David Lloyd-George, Chancellor of the Exchequer, and father of the Budget, was seeking re-election. The little Welsh solicitor has a fight on his hands. His majorities for the two previous elections were 594 and 1,224, respectively. The Unionist candidate is Vaughan Wynn, and the Conservatives have made a dead set on the constituency. It is a scattered one, embracing Carnarvon, Criccieth, Nevin, Pwllheli, Bangor and Conway, and the poll will not be announced till this morning.

In the family fight in South Belfast, where two Unionists were the competing candidates, T. H. Sloan, the sitting member, went down to defeat. Mr. Sloan is a well-known supporter of laboring interests and a strong temperance worker. He was also the leader in the formation of the Independent Orange Order, and was, as a result, excommunicated by the regular order.

Mr. J. S. Higham, Liberal member-elect for the Sowerby division of Yorkshire, is a cotton manufacturer and prominent temperance worker. Another temperance advocate returned was Sir Thomas P. Whittaker, who has represented Yorkshire (Spen Valley) since 1892.

Mr. T. C. Taylor, who has been elected the third time to represent Radcliffe-cum-Farnworth, in Lancashire, is a woollen manufacturer, head of the profit-sharing firm of J. T. and J. Taylor.

Mr. Percy H. Illingworth, who again carried the Shipley division of West Yorkshire, is Private Secretary to Mr. Birrell.

C. N. R. CONSTRUCTION.

Expect to Run Trains Into Vancouver Within Four Years.

(Special Despatch to The Globe.)

Winnipeg, Jan. 23.—President Mackenzie and Mr. D. B. Hanna of the C.N.R. have been in conference with the local officials of the company here, and left for the east to-night. Mr. Mackenzie said that he anticipated his road would be running into Vancouver within four years. He also intimated that the Kai...

OTTAWA BYE-ELECTION.

THREE CANDIDATES ARE OFFICIALLY IN THE FIELD.

Official Nominations Took Place on Saturday—Mr. A. A. Allard the Liberal Candidate — Independent Conservative Candidate Stays in the Field.

(Special Despatch to The Globe.)

Ottawa, Jan. 23.—The official nominations for the bye-election for the Commons vacancy in Ottawa, caused by Sir Wilfrid Laurier's resignation of his Ottawa seat, were held yesterday afternoon at the City Hall. The three candidates nominated were: Mr. A. A. Allard, merchant, the straight Liberal candidate; Dr. J. L. Chabot, nominee of the Conservation Convention, and City Treasurer J. A. Ellis, who is running on an Independent Conservative ticket, his chief plank being a direct contribution by Canada to the British navy, instead of the creation of a Canadian navy.

All three candidates made short addresses.

Killed in a Sand Pit.

Virden, Man., Jan. 23.—Bert Illet, a young Englishman, was killed by a cave-in at a sand pit north of here yesterday.

...ed for the night.

...tity of gasoline stored close ...l-room blew the whole front ...e store. Dynamite added to ...spread of the flames, and a ...f it was carried out to safety ...ods before the fire could

Fortunately the wind was ... in a northwest direction, ...e the Catholic Church and ...ouse, with other buildings ...back, could not have escaped. ...homeless ones were taken in ...bors. To-morrow morning ...rchants will open up in tents ...ory to rebuilding. The names ...nsurance companies are not

Had there been water in the ...m Chief Smith says he could ...ethered the fire at the begin- ...hey had it under control ...e well in the house went dry. ...thing that handicapped the ...ers was the lack of house ...not a house having a ladder in ...n. Sixteen cases of whiskey, ...y Provincial Constable Mur- ...stored in the Flat Iron build- ...e stolen during the fire, and ...erwards dozens were stagger- ...k on the streets. A barrel of ...m Giles' drug store was car- ...y in buckets.

...H OF MR. A. F. WOOD,

...SENTED NORTH HASTINGS ...IN LEGISLATURE.

...inent Businessman of Madoc ...as Elder in the Presbyterian ...ch—Had Served in County ...cil and Was Elected Warden.

(G.N.W. Press Despatch.)

...Jan. 23.—Mr. A. F. Wood, ...ime one of the most promin- ...of central Ontario, died at ...n Saturday evening. He was ...of age, but up to his last ...commencing about two weeks ...had retained all his faculties ...as active as ever in his in- ...the public affairs of the ...nd welfare of the village. Mr. ...as born in Jefferson county, ...nd came to Madoc about 60 ...o. He served in the County ...of Hastings and occupied the ...chair. He represented ...astings in the Ontario Legis- ...r three terms, first as a fol- ...d supporter of Mr. Meredith, ...r as lieutenant of the present ...of Ontario, Hon. J. P. Whit- ...y. Wood was also for twelve ...minion Lands Commissioner, ...the father of county gravel ...Hastings county. For 40 ...was an elder of St. Peter's ...rian Church of this village, ...predeceased him some ten ...s. He leaves two daughters, ...2. Seymour and Miss Alice, at ...A. brother, Hon. S. C. Wood, ...many years Provincial Trea- ...the Mowat Government. The ...will be held under Masonic ...on Tuesday afternoon.

Webbwood.

J. L. MOORE, Wayland, Mass., cut hands; gone on to St. Paul to-day.

J. ATRINA SZUC, immigrant, face and hands cut; gone to Soo.

JOSEPH LUNDWEIR, head hurt and bruised; gone to St. Paul.

PAUL DINOVETZER, head cut; gone to Soo.

IN HOMES AT SUDBURY.

W. J. BELL, aged 50, severe cuts on head, and bruised.

J. H. WADE, aged 30, cut wrist and bruised chest; not serious.

Sudbury, Jan. 23.—Early this morning men with poke poles commenced prodding about in the icy waters of the Spanish River for the victims of Friday's railway catastrophe, which occurred near Nairn, on the Soo branch of the C. P. R., but which has become known as the Webbwood wreck. The gruesome hunt was continued until darkness rendered the task almost abortive, but some fifteen or sixteen bodies were secured before the men desisted.

The Search Continues.

Already thirty dead passengers of the ill-fated Soo express have been accounted for, and the local undertaking establishments are overtaxed. As the search continues it becomes apparent that the toll of death will be much greater than was at first imagined. While one hesitates to say anything that would cause unnecessary alarm, it would not be surprising if the total list of dead approached closely to the sixty mark. Stories of passengers who escaped would seem to bear this out.

May Not Recover All Bodies.

Many bodies, it is thought, will never be recovered. Some were burned in the portion of the second-class coach, which buckled after striking the bridge, and the swift current of the deep running river may also have swept away beneath the ice some of those who perished in the cars, as the doors and windows were open in most cases when the dining car and first-class coach were drawn out upon the bank to-day by two powerful cranes. So far the hunt for bodies has really only commenced. The first-class coach and part of the second-class car are believed to be still beneath the surface.

Criticizing C. P. R. Officials.

In the excitement officials of the C. P. R. are coming in for much criticism from relatives of the trapped passengers, some of whom, it is said, were refused permission to view such bodies as were recovered. All persons alike, those drawn to the spot by morbid curiosity and those in search of relatives or friends, were, it is

(Continued on Page 2.)

cles into its columns. The Pudsey division of West Yorkshire, which at the last election of 1908 gave a Conservative majority of 113, goes over to Liberalism by the substantial lead of 1,415. An even more significant Liberal victory is that of St. Andrew's Burgs, Scotland, which has remained in the Conservative columns for nearly 30 years, and now goes Liberal by 178.

The eyes of those interested were largely centred on Saturday on Carnarvon Boroughs, Wales, where the Right Hon. David Lloyd-George, Chancellor of the Exchequer, and father of the Budget, was seeking re-election. The little Welsh solicitor has a fight on his hands. His majorities for the two previous elections were 394 and 1,224, respectively. The Unionist candidate is Vaughan Wynn, and the Conservatives have made a dead set on the constituency—it is a scattered one, embracing Carnarvon, Criccieth, Nevin, Pwllheli, Bangor and Conway, and the poll will not be announced till this morning.

In the family fight in South Belfast, where two Unionists were the competing candidates, T. H. Sloan, the sitting member, went down to defeat. Mr. Sloan is a well-known supporter of laboring interests and a strong temperance worker. He was also the leader in the formation of the Independent Orange Order, and was, as a result, excommunicated by the regular order.

Mr. J. S. Higham, Liberal member-elect for the Sowerby division of Yorkshire, is a cotton manufacturer and prominent temperance worker. Another temperance advocate returned was Sir Thomas P. Whittaker, who has represented Yorkshire (Spen Valley) since 1892.

Mr. T. C. Taylor, who has been elected the third time to represent Radcliffe-cum-Farnworth, in Lancashire, is a woollen manufacturer, head of the profit-sharing firm of J. T. and J. Taylor.

Mr. Percy H. Illingworth, who again carried the Shipley division of West Yorkshire, is Private Secretary to Mr. Birrell.

C. N. R. CONSTRUCTION

Expect to Run Trains Into Yard Over Within Four Years.

(Special Despatch to The Globe.)

Winnipeg, Jan. 23.—President Mackenzie and Mr. D. B. Hanna of the C. N. R. have been in conference with the local officials of the company here, and left for the east to-night. Mr. Mackenzie said that he anticipated his road would be running into Vancouver within four years. He also intimated that the Canadian Northern would build at once from Port Arthur to Sudbury, and as soon as feasible would extend the line from Pas Mission to Hudson's Bay.

Killed Himself on Train.

Saskatoon, Jan. 23.—(Special.)—J. P. McDermott, who is believed to have come west from New Haven, Conn., committed suicide by shooting himself in the lavatory of a C. P. R. sleeping car which arrived here yesterday.

Liberal candidate; Dr. J. L. Chabot, nominee of the Conservation Convention, and City Treasurer J. A. Ellis, who is running on an Independent Conservative ticket, his chief plank being a direct contribution by Canada to the British navy, instead of the creation of a Canadian navy.

All three candidates made short addresses.

Killed in a Sand Pit.

Virden, Man., Jan. 23.—Bert Illet, a young Englishman, was killed by a cave-in at a sand pit north of here yesterday.

TOTAL DEAD IN C.P.R. WRECK MAY NEVER BE KNOWN

(Continued from Page 1.)

alleged, for a long time kept at a distance from where the work was being carried on. Reporters in search of information were also held at a distance.

The Cause Unknown.

Yesterday A. J. Nixon, chief operating official of the Board of Railway Commissioners for Canada, and Geo. A. Mountain, chief engineer of the board, inspected the scene. Interviewed by The Globe to-day, they could not give any definite statement as to the cause of the derailment. The C. P. R. officials, even General Superintendent Gutchin, one of the highest engineering authorities on the continent, is stated to have expressed himself to friends, as undecided between a broken brake beam, loose trucks turned over or spread rail. The Railway Commission, as well as the C. P. R., will, however, make a close investigation, and it seems likely that they will find the real cause.

The Disaster.

Shortly after 1 o'clock on Friday afternoon the Soo Express from Montreal, running on time at an estimated speed of thirty miles an hour, approached the big steel bridge spanning the Spanish River between the towns of Nairn and Webwood. The engine, mail and express car, baggage and colonist cars passed safely over part of the bridge head, but the second-class coach, next in the make-up, suddenly left the rails and crashed into one of the diagonals of the upper works of the structure. Behind this car came the first-class coach, almost filled with passengers, the dining car and Pullman. The second-class coach buckled almost instantly.

ice. It gave way, down I went a couple of times, and then catching hold of the other car I was seeking, pulled myself out, cutting my wrist on something in the attempt. Running along the roof of this car again, I asked aid of a trainman. He told me to stay on top as I was safe. But finally he helped me down.

Gives the Alarm.

"I got up the embankment to the tracks, and only knowing that aid must be secured, I started on the five-mile run back to Nairn station. I came upon a freight train there and told the engineer that No. 1 was in the Spanish River."

Another Thrilling Escape.

This story of the escape of Mr. Pearce was typical of the wreck, but it was outdone by that of an Italian passenger. This man was trapped within the body of the first-class coach as well. For two hours he stood at a ventilator, with his chin just out of the water, and his feet resting upon the inanimate form of some victim of the first inrush of water. Conductor Reynolds, working near, heard his steady but feeble knocking and pulled him out to safety.

Husband's Heroism Unavailing.

Reynolds also saved from this car little Alphonse Russell, who was travelling with his aunt and uncle, Mr. and Mrs. Charles Houde of the Soo. Houde escaped, but his wife was drowned after the repeated efforts of her husband to save her. He brought her to the surface twice, only to have her go under through being struck by ice.

Mr. Leonard on the Scene.

incomplete, since
ral unidentified
hour this evenin
that the work of
car out of the riv
pected. It is fe
be more dead in
car, which is still
will only be kno
pulled out.

No Bodies Burn

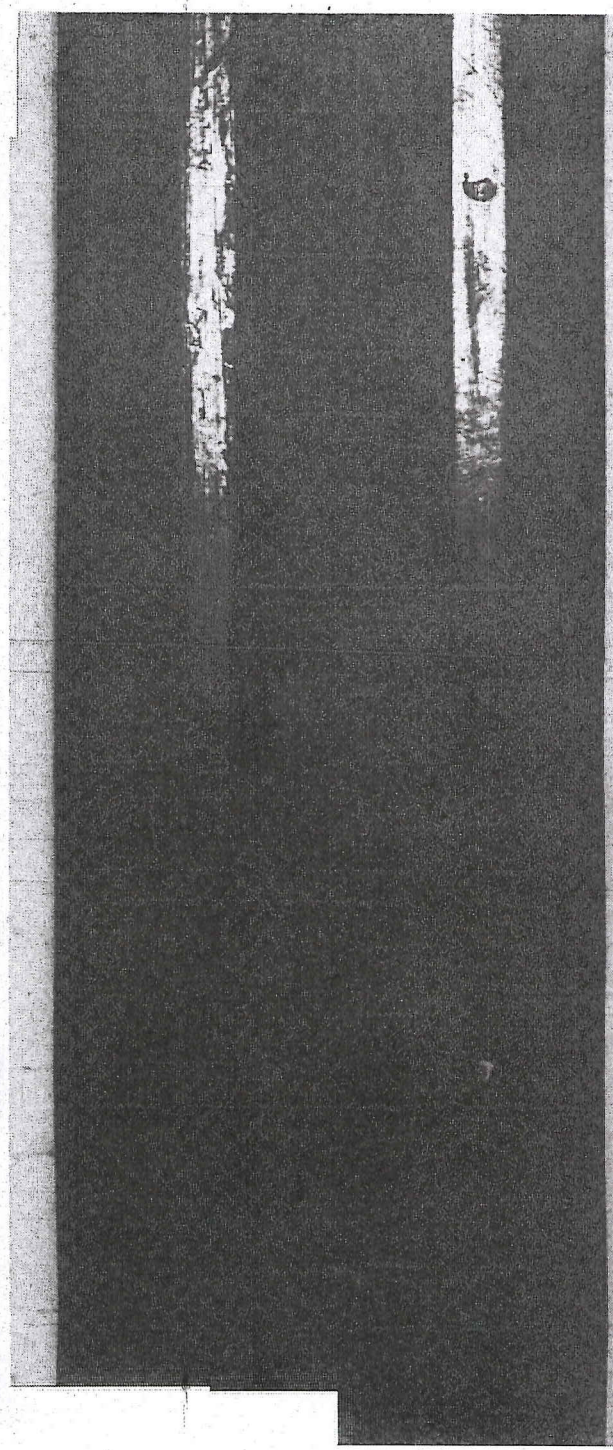
According to in
the C. P. R. four
of the dining car
ed. Nineteen m
ing were taken
car, and nine di
ceived in the sec
was smashed in
bridge. It is sta
victims or their
by the fire whic
and that earlier
were incorrect.
cond-class car al
wreck were dri
sank in the riv

Condemn Exagge

Mr McNicoll
ed indignation at
ports which had
wreck, which, he
as it was withou
necessarily alarm
the disaster was
the delay in givi
port of the dead
of the company
anxious to give
sible information
ing night and da
tims and secure
ation as to their
this was done i
needless anxiety
information. Mr
sistant to the V
on the scene loo

Reynolds a Hero

Sault Ste. Ma
ial.)—Stories of
of Conductor Th
disaster, near W
come in. He sav
the Pullman car
came, Reynolds,
escape, went do
smashed a windo



(Continued from Page 1.)

alleged, for a long time kept at a distance from where the work was being carried on. Reporters in search of information were also held at a distance.

The Cause Unknown.

Yesterday A. J. Nixon, chief operating official of the Board of Railway Commissioners for Canada, and Geo. A. Mountain, chief engineer of the board, inspected the scene. Interviewed by The Globe to-day, they could not give any definite statement as to the cause of the derailment. The C. P. R. officials, even General Superintendent Gutelius, one of the highest engineering authorities on the continent, is stated to have expressed himself to friends as undecided between a broken brake beam, loose trucks turned over or spread rail. The Railway Commission, as well as the C. P. R., will, however, make a close investigation, and it seems likely that they will find the real cause.

The Disaster.

Shortly after 1 o'clock on Friday afternoon the Soo Express from Montreal, running on time at an estimated speed of thirty miles an hour, approached the big steel bridge spanning the Spanish River between the towns of Nairn and Webbwood. The engine, mail and express car, baggage and colonist cars passed safely over part of the bridge head, but the second-class coach, next in the make-up, suddenly left the rails and crashed into one of the diagonals of the upper works of the structure. Behind this car came the first-class coach, almost filled with passengers, the dining car and Pullman. The second-class coach buckled almost instantly after striking. Part of it hung suspended over the stone abutments, and the rear portion dropped thirty feet on the ice in the river, with the result that the car suddenly disappeared. This car is said to have carried about twenty-five passengers, chiefly foreigners, and but a few of these have been accounted for.

Completely Submerged.

The first-class coach, next in line, left the tracks, and from the momentum of the following cars plunged down the embankment and out upon the ice, which failed to withstand the shock, allowing the car with its occupants to sink in the icy waters until completely hidden from view. The coupling between this and the dining car held, and the dining car followed its leader.

Pullman Car Turned Over.

The Pullman car, the last of the train, turned completely over in going down the embankment, but did not go into the water. The rear trucks of the colonist car, last of the first section of the train, were torn off, and it bumped across the line until the engine came to a standstill. The colonist car is supposed to have contained only three or four passengers, the second-class between twenty and twenty-five, and the first-class car about forty or forty-five.

How Some Escaped.

Only three persons are known to have escaped from the first-class coach, and one or two from the second-class. But several made a safe exit through the end of the diner. Only one of two persons in the Pullman escaped free. But, although many were injured, their plight was not serious.

Mrs. Linall a Heroine.

In this coach

ire. It gave way, down I went a couple of times, and then catching hold of the other car I was seeking, pulled myself out, cutting my wrist on something in the attempt. Running along the roof of this car again, I asked aid of a trainman. He told me to stay on top as I was safe. But finally he helped me down.

Gives the Alarm.

"I got up the embankment to the tracks, and only knowing that aid must be secured, I started on the five-mile run back to Nairn station. I came upon a freight train there and told the engineer that No. 7 was in the Spanish River."

Another Thrilling Escape.

This story of the escape of Mr. Pearce was typical of the wreck, but it was outdone by that of an Italian passenger. This man was trapped within the body of the first-class coach as well. For two hours he stood at a ventilator, with his chin just out of the water, and his feet resting upon the inanimate form of some victim of the first inrush of water. Conductor Reynolds, working near, heard his steady but feeble knocking and pulled him out to safety.

Husband's Heroism Unavailing.

Reynolds also saved from this car little Alphonse Russell, who was travelling with his aunt and uncle, Mr. and Mrs. Charles Houde of the Soo. Houde escaped, but his wife was drowned after the repeated efforts of her husband to save her. He brought her to the surface twice, only to have her go under through being struck by ice.

Mr. Leonard on the Scene.

This afternoon Mr. J. W. Leonard, General Manager of the eastern lines for the company, arrived on the scene from Montreal, and assisted in directing the pikemen as they searched the waters of the river for the bodies of the victims of the tragedy.

Injured Doing Well.

Dr. H. A. Reatty, Chief Surgeon of the company, made a careful medical examination of the injured confined to the hospital. He does not look for any further fatalities. He would not say that all were out of danger. Their injuries might not be serious, but there might be danger following upon the shock and immersion in the icy water.

On Saturday an inquest on the body of six of the victims was held by Dr. G. F. Jones at Webbwood. The jury in the verdict said that the persons came to their death as the result of the accident, and that the cause of the same was unknown. To-night these bodies were brought to Sudbury, and repose in local undertaking rooms. The relatives are remaining in town in the hope that they may be able to secure and ship them home.

A Distressing Incident.

Mr. S. J. Saunders of Orillia was one of those to perish in the dining-car, his body being recovered this morning. He was a traveller for a London, Ontario, firm, and one of the popular men of the town. His brother-in-law, F. J. Gray of Orillia, came to claim the body. Hearing that one of the victims had been pulled ashore, he wished to get a view of the body and was refused permission. A friend who knew Mr. Saunders well said:—"Mr. Gray told me that the body was the one he was seeking and described him to me. He leaves a wife and five children. The day of his death is one to be well remembered in his family."

pulled out.

No Bodies H

According to the C. P. R. of the dining ed. Nineteen ing were in car, and nine ceived in the sec was smashed by bridge. It is stat victims or their r by the fire which and that earlier were incorrect. cond-class car all wreck were drow sank in the rive

Condemn Exagge

Mr. McNicoll ed indignation ar ports which had wreck, which, he as it was without necessarily alarm the disaster was the delay in givin port of the dead of the company anxious to give the public every possible information, and had been working night and day to rescue the victims and secure the necessary information as to their identity. But until this was done it would have caused needless anxiety to publish inaccurate information. Mr. J. W. Leonard, assistant to the Vice-President, is now on the scene bod

Reynolds a Hero.

Sault Ste. Mar ial.)—Stories of t of Conductor Tho disaster near We come in. He save the Pullman car came, Reynolds, escape, went dow smashed a windo surface on the o the thought came through the wind had been sufficie him to come to reached solid fo on the car and On top of the ca rescue began screen were sma flats, and the firs bed was little Alf returning with Mr. and Mrs. C. dian Soo. He wa hair of the head, others Mr. Reyn ing the only mea a grip on them laborious position pelled to take a weight of the w After the little bo of Sudbury. Mr enough to come

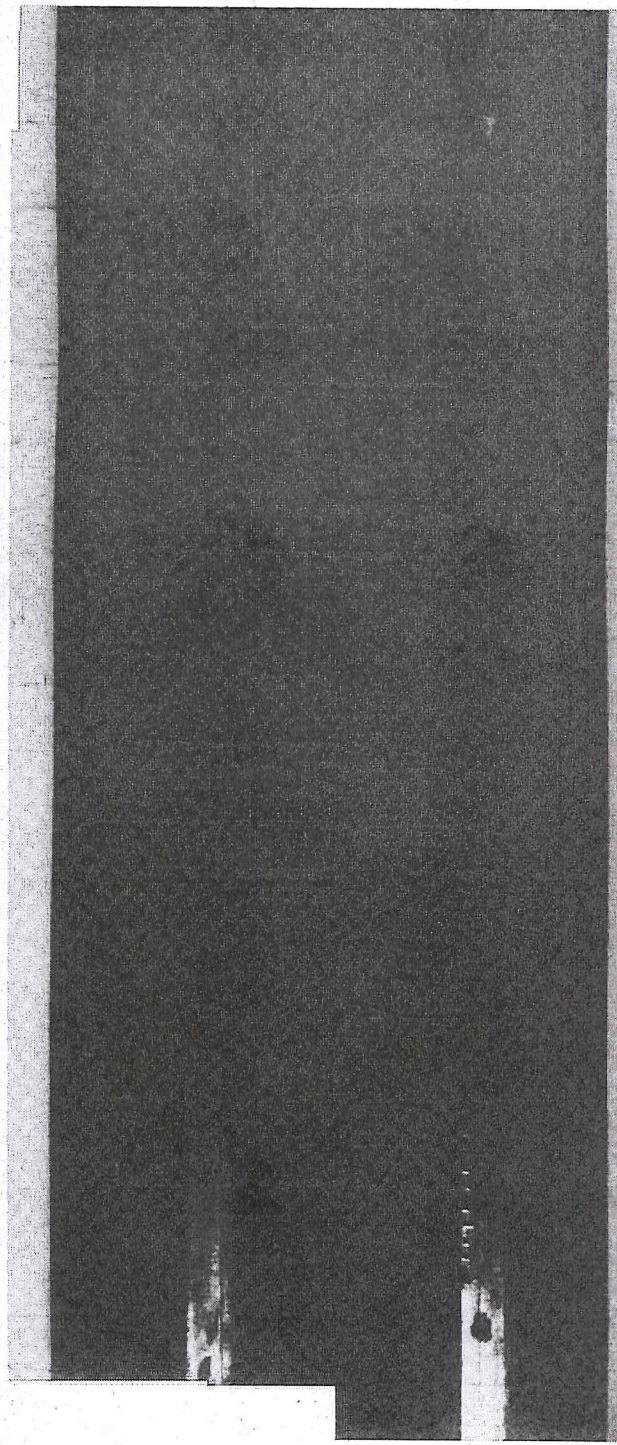
Wounds Did Not

After this car efforts of the da passengers were through the fanli of the car was ac Reynolds' mad them. He did it brought to safe Bell and J. H. Thomas Hay, cla P. R.; C. Houde colored attendani ductor Irwin of with a wounded Mrs. Houde was safety, but dropp of her rescuers a All the time Rey ed and bleeding Ile has gone to Bay.

of shop

Mitchel

CO



out upon the ice, which failed to withstand the shock, allowing the car with its occupants to sink in the icy waters until completely hidden from view. The coupling between this and the dining car held, and the dining car followed its leader.

Pullman Car Turned Over.

The Pullman car, the last of the train, turned completely over in going down the embankment, but did not go into the water. The rear trucks of the colonist car, last of the first section of the train, were torn off, and it bumped across the ties until the engine came to a standstill. The colonist car is supposed to have contained only three or four passengers, the second-class between twenty and twenty-five, and the first-class car about forty or forty-five.

How Some Escaped.

Only three persons are known to have escaped from the first-class coach, and one or two from the second-class. But several made a safe exit through the end of the diner. Only one or two persons in the Pullman escaped free. But although many were injured, their plight was not serious.

Mrs. Linall a Heroine.

In this coach Mrs. H. L. Linall, now residing in Winnipeg, a daughter of William Ward, of Ward's Island, Toronto, was travelling with her little boy, Harold. She was only slightly injured, and she devoted herself to the care of the more seriously hurt. The sleeping-car was transformed into a temporary hospital, and many will bless in later years the unfaltering devotion of Mrs. Linall. Conductor Tom Reynolds and Dining Car Conductor Irwin, although suffering severely, brought to her such injured as they could reach, and she, after bathing their wounds, applied bandages made from the linen of the car, and latterly from some of her own apparel.

Mr. Pearce's Story.

Another Toronto man who, after a most thrilling escape from the first-class coach, distinguished himself was B. J. Pearce, 508 Queen street west, a traveller. Pearce had gone for a glass of water and had it in his hand when the crash came. To a Globe reporter he gave the following statement:—

"As I was taking a drink, I heard a series of bumps, and realized at once that the car had left the rails. I threw both arms about the water tank, blindly, for support. The mirror in the alcove seemed to turn in towards me. Then came a dreadful crunching and falling, and I felt water rising above my feet. The flood came higher, and at last I was totally submerged. Opening my mouth to breathe I had it filled with glass and bits of debris.

Desperate Fight for Life.

"Letting go of the tank, and the desperate nature of my plight coming home to my senses, I rose to the surface. The car could not have been totally under water, because I came up near a fanlight and could breathe. Seeing a piece of floating wood, I smashed the window, only to be confronted with a wire screen. I drove my fist through this, and putting my head sideways, pushed my way out. I managed to get my head and shoulders through, and seeing the fire consuming a part of the second-class car I was seized with a frenzy. Almost devoid of reason, I pulled and strained until finally I was clear. Up on the roof of the coach I clambered, and running along this found a space of about six feet between myself, the roof of the diner and [illegible] ing that in my [illegible] danger. Other injuries might [illegible] be serious, but there might be danger following upon the shock and immersion in the icy water.

On Saturday an inquest on the body of six of the victims was held by Dr. G. F. Jones at Webbwood. The jury in the verdict said that the persons came to their death as the result of the accident, and that the cause of the same was unknown. To-night these bodies were brought to Sudbury, and repose in local undertaking rooms. The relatives are remaining in town in the hope that they may be able to secure and ship them home.

A Distressing Incident.

Mr. S. J. Saunders of Orillia was one of those to perish in the dining-car, his body being recovered this morning. He was a traveller for a London, Ontario, firm, and one of the popular men of the town. His brother-in-law, F. J. Gray of Orillia, came to claim the body. Hearing that one of the victims had been pulled ashore, he wished to get a view of the body and was refused permission. A friend who knew Mr. Saunders well, said:—"Mr. Gray told me that the body was the one he was seeking and described him to me. He leaves a wife and five children. The day of his death is one to be well remembered in his family,' said Mr. Gray, 'as his father, a sister, and an uncle passed away in different years on that date.'"

Death of J. Watts.

J. Watts, Renfrew, died late to-night in the hospital from his injuries. He had come home on Christmas to visit his mother after an absence of twenty years.

Aid Was Prompt.

Dr. W. J. Cook of this place, one of the first on the scene, told to The Globe to-night the story of the rushing of medical aid to the injured. "Dr. R. H. Arthur, one of our local practitioners, was on the ill-fated train," said he, "but alighted at Nairn, the last stopping place of the express before reaching the bridge. He heard of the trouble and was hurried over, arriving within thirty or forty minutes. He wired me at Sudbury for aid, and on the special train which was made up here I took along Drs. H. Torrington, J. J. McCann, W. H. Mulligan, and W. R. Patterson, so that all possible aid might be rendered. When we reached Victoria Mines our train met the first special from the wreck, carrying twenty injured. They were in a van, and we had them transferred to one of the coaches of our train, giving them good accommodation to the hospital. We were aided in our work by Drs. Jas. Spence of Espanola, G. F. Jones and J. Christie of Webbwood. There never was a wreck in this district where men reached the hospital so quickly," said Dr. Cook. "The hospitals are manned by very capable nurses, and all of them proved to be real heroines. There was no complaint to be made of the medical attention afforded the injured, and none was made."

First-class Car Empty.

Montreal, Jan. 24.—(Special.)—At an early hour this morning a despatch was received at C. P. R. headquarters stating that the first-class car had been raised from the river bed, and that it contained no more bodies. This leaves the total of dead as thirty-one, with two missing, C. Carey, supposed to be of Montreal, and Lavery, the spare fireman from North Bay.

The C. P. R.'s Statement.

Montreal, Jan. 23.—(Special.)—An official list of the dead from the Webbwood wreck was to-day issued by Mr. D. McNicoll, Vice-President of

Others Bri[illegible] ing the only [illegible] a grip on the [illegible] laborious pos[illegible] pelled to tak[illegible] weight of th[illegible] After the lith[illegible] of Sudbury, [illegible] enough to co[illegible]

Wounds Did Not

After this car[illegible] efforts of the da[illegible] passengers were [illegible] through the fanli[illegible] of the car was a[illegible] Reynolds' mad[illegible] them. He did it [illegible] brought to safe[illegible] Bell and J. H. [illegible] Thomas Hay, cla[illegible] P. R.; C. Houde [illegible] colored attendant [illegible] ductor Irwin of [illegible] with a wounded [illegible] Mrs. Houde was [illegible] safety, but dropp[illegible] of her rescuers a[illegible] All the time Rey[illegible] ed and bleeding [illegible] He has gone to [illegible] Bay.

A UNITED DEMAND.

MARITIME PROVINCES' REPRESENTATION IN THE HOUSE.

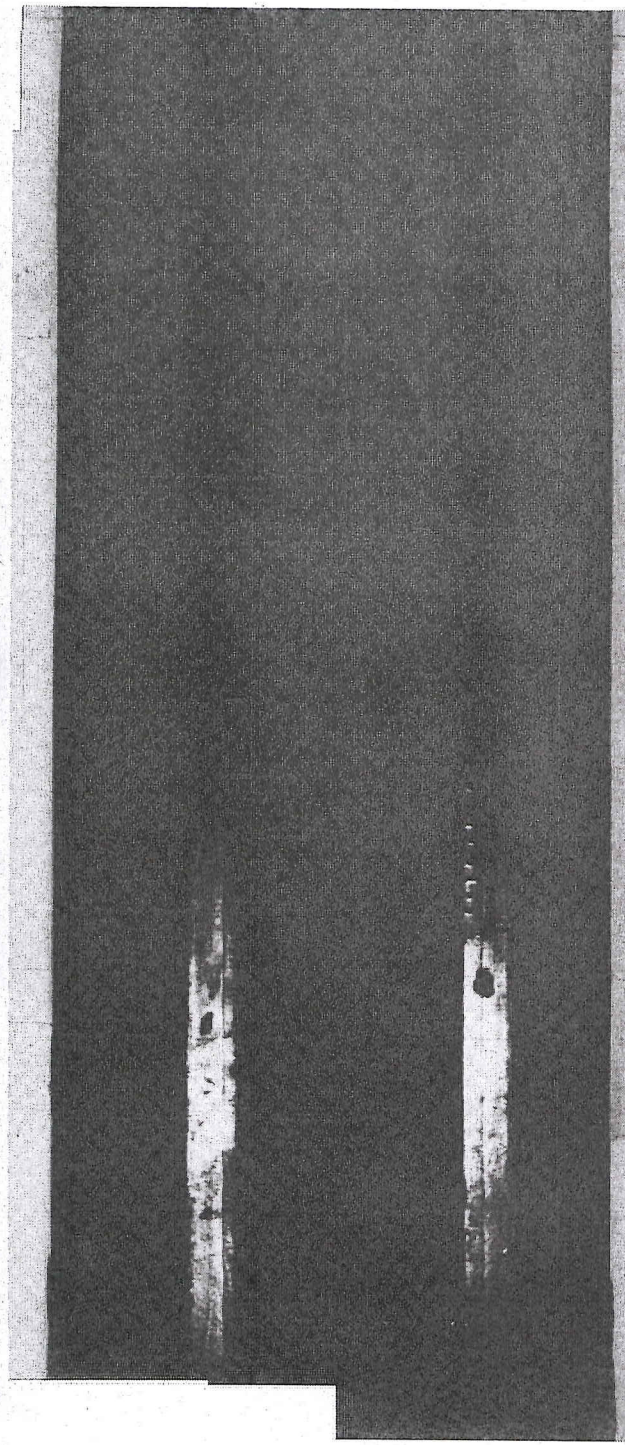
Members on Bot[illegible] laws and Pa[illegible] Will Require [illegible] B. N. A. Act

(Special Despa[illegible]

Ottawa, Jan. [illegible] Commons and [illegible] Maritime Provin[illegible] Conservative, me[illegible] urday and passe[illegible] claring that men[illegible] politics from Nov[illegible] wick and Prince [illegible] united in deman[illegible] senation of the [illegible] liament should [illegible] same number as [illegible] gration—namely, [illegible] 16 for New Bru[illegible] Prince Edward [illegible] consisting of Me[illegible] E. I.), Kyte (Nov[illegible] (New Brunswick [illegible] wait on Sir Wil[illegible] range for the pr[illegible] lution to the Gov[illegible]

Unless the Ma[illegible] cure an amendm[illegible] North America [illegible] the resolution, t[illegible] the Commons w[illegible] ably reduced as [illegible] bution of seats [illegible] next year. Sinc[illegible] population of the [illegible] vinces has incre[illegible] 150,000, whereas [illegible] Quebec, which d[illegible] representation, has [illegible] 500,000. Quebec [illegible] tion under the B[illegible] Act of sixty-five [illegible] mons, and, acco[illegible] in population de[illegible] unit of represen[illegible] redistribution w[illegible] nearly 8,000. C[illegible] time Provinces [illegible] thirty-five memb[illegible] will lose four o[illegible] the present rep[illegible] which is keeplu[illegible] Quebec in the [illegible] population, wil[illegible]

He [illegible] stones [illegible] amoun[illegible] of the [illegible] land [illegible] ted fo[illegible] the Je[illegible] Magist[illegible] with



have escaped from the first-class coach, and one or two from the second-class. But several made a safe exit through the end of the diner. Only one or two persons in the Pullman escaped free. But although many were injured, their plight was not serious.

Mrs. Linall a Heroine.

In this coach Mrs. H. L. Linall, now residing in Winnipeg, a daughter of William Ward, of Ward's Island, Toronto, was travelling with her little boy, Harold. She was only slightly injured, and she devoted herself to the care of the more seriously hurt. The sleeping-car was transformed into a temporary hospital, and many will bless in later years the unfaltering devotion of Mrs. Linall. Conductor Tom Reynolds and Dining Car Conductor Irwin, although suffering severely, brought to her such injured as they could reach, and she, after bathing their wounds, applied bandages made from the linen of the car, and latterly from some of her own apparel.

Mr. Pearce's Story.

Another Toronto man who, after a most thrilling escape from the first-class coach, distinguished himself was E. J. Pearce, 802 Queen street west, a traveller. Pearce had gone for a glass of water and had it in his hand when the crash came. To a Globe reporter he gave the following statement:—

"As I was taking a drink I heard a series of bumps, and realized at once that the car had left the rails. I threw both arms about the water tank, blindly, for support. The mirror in the alcove seemed to turn in towards me. Then came a dreadful crunching and rolling, and I felt water rising above my feet. The flood came higher, and at last I was totally submerged. Opening my mouth to breathe I had it filled with glass and bits of debris.

Desperate Fight for Life.

"Letting go of the tank, and the desperate nature of my plight coming home to my senses, I rose to the surface. The car could not have been totally under water, because I came up near a fan-light and could breathe. Seeing a piece of floating wood, I smashed the window, only to be confronted with a wire screen. I drove my fist through this, and putting my head sideways, pushed my way out. I managed to get my head and shoulders through, and seeing the fire consuming a part of the second-class car I was seized with a frenzy. Almost devoid of reason, I pulled and strained until finally I was clear. Up on the roof of the coach I clambered, and running along this found a space of about six feet between myself, the roof of the diner and safety. Knowing that in my bruised condition I could not jump this gap, I took to the

the victims had been pulled ashore, he wished to get a view of the body and was refused permission. A friend who knew Mr. Saunders well, said:—"Mr. Gray told me that the body was the one he was seeking and described him to me. He leaves a wife and five children. The day of his death is one to be well remembered in his family," said Mr. Gray, "as his father, a sister, and an uncle passed away in different years on that date."

Death of J. Watts.

J. Watts, Renfrew, died late tonight in the hospital from his injuries. He had come home on Christmas to visit his mother after an absence of twenty years.

Aid Was Prompt.

Dr. W. J. Cook of this place, one of the first on the scene, told to The Globe to-night the story of the rushing of medical aid to the injured. "Dr. R. H. Arthur, one of our local practitioners, was on the ill-fated train," said he, "but alighted at Nairn, the last stopping place of the express before reaching the bridge. He heard of the trouble and was hurried over, arriving within thirty or forty minutes. He wired me at Sudbury for aid, and on the special train which was made up here I took along Drs. H. Torrington, J. J. McCann, W. H. Mulligan, and W. R. Patterson, so that all possible aid might be rendered. When we reached Victoria Mines our train met the first special from the wreck, carrying twenty injured. They were in a van, and we had them transferred to one of the coaches of our train, giving them good accommodation to the hospital. We were aided in our work by Drs. Jas. Spence of Espanola, G. F. Jones and J. Christie of Webbwood. There never was a wreck in this district where men reached the hospital so quickly," said Dr. Cook. "The hospitals are manned by very capable nurses, and all of them proved to be real heroines. There was no complaint to be made of the medical attention afforded the injured, and none was made."

First-class Car Empty.

Montreal, Jan. 24.—(Special.)—At an early hour this morning a despatch was received at C. P. R. headquarters stating that the first-class car had been raised from the river bed, and that it contained no more bodies. This leaves the total of dead as thirty-one, with two missing, C. Carey, supposed to be of Montreal, and Lavery, the spare fireman from North Bay.

The C. P. R.'s Statement.

Montreal, Jan. 23.—(Special.)—An official list of the dead from the Webbwood wreck was to-day issued by Mr. D. McNicoll, Vice-President of the C. P. R., showing that as far as is known thirty-one people perished in the disaster. This list is as yet

arm, trouble
safety, but d
of her rescue
All the time
ed and bleed
He has gone
Bay.

A UNITE

**MARITIME PR
SENTATION**

**Members on Bot
tawa and Pa
Will Require
B. N. A. Act**

(Special Despa
Ottawa, Jan.
Commons and
Maritime Provin
Conservative, m
urday and pass
claring that members on both sides of
politics from Nova Scotia, New Brunswick and Prince Edward Island were
united in demanding that the representation of these Provinces in Parliament should be maintained at the
same number as
eration—namely,
16 for New Bru
Prince Edward I
consisting of M
E. I.), Kyte (Nov
(New Brunswick
wait on Sir Wil
range for the pr
lution to the Go
Unless the Ma
cure an amendm
North America
the resolution, t
the Commons w
ably reduced as
bution of seats
next year. Sin
population of th
vinces has incre
150,000, whereas
Quebec, which d
representation, ha
500,000. Quebec
tion under the B
Act of sixty-five
mons, and, acco
in population d
unit of represen
redistribution w
nearly 8,000.
time Provinces
thirty-five memb
will lose four o
the present rep
which is keepin
Quebec in the
population, wil
practically the
tion.
The three pra
show a gain of
ulation since 19
an increase of
bers, seven havi
ed on the basis
of four years ag
which has alrea
ulation by abou
will be entitled
ditional member
sus.

contra
comin
O'Bri
out th
It is
deal.
sults
highly

Death of

London, Ont.,
George C. Jolly,
London since 18
1898 to 1902, dea
day. He was b
58 years ago, in
country was a
Patterson & Jolly
goes and implem
an art store, ne

P.R. WRECK VER BE KNOWN

e. It gave way, down I went a ouple of times. And then catching old of the other car I was seeking, alled myself out, cutting my wrist on omething in the attempt. Running long the roof of this car again, I ked aid of a trainman. He told me stay on top as I was safe. But ftly he helped me down.

ives the Alarm.

I got up the embankment to the ads, and only knowing that aid ust be secured, I started on the five-ile run back to Nairn station. I came ph a freight train there and told e engineer that No. 7 was in the anish River."

nother Thrilling Escape.

This story of the escape of Mr. arne was typical of the wreck, but was outdone by that of an Italian assenger. This man was trapped ithin the body of the first-class each as well. For two hours he ood at a ventilator, with his chin st out of the water, and his feet eating upon the inanimate form of ne victim of the first thrush of ater. Conductor Reynolds, working ear, heard his steady but feeble hecking and pulled him out to safe-

usband's Heroism Unavailing.

Reynolds also saved from this car lle Alphonse Russell, who was avelling with his aunt and uncle, r. and Mrs. Charles Houde of the on. Houde escaped, but his wife was lowned after the repeated efforts of r husband to save her. He brought r to the surface twice, only to have r go under through being struck by

r. Leonard on the Scene.

This afternoon Mr. J. W. Leonard, eneral Manager of the eastern lines f the company, arrived on the scene om Montreal, and assisted in directg the pikemen as they searched the fters of the river for the bodies of e victims of the tragedy.

jured Doing Well.

Dr. H. A. Beatty, Chief Surgeon of e company, made a careful medical amination of the injured confined (the hospital. He does not look r any further fatalities. He ould not say that all were out incomplete, since there are still several unidentified dead. At a late hour this evening it was also stated that the work of pulling the first-class car out of the river had not been completed. It is feared that there may be more dead in the lower end of this car, which is still submerged, but this will only be known when the car is pulled out.

No Bodies Burned.

According to information received by the C. P. R. four dead were taken out of the dining car, all of them drowned. Nineteen more victims of drowning were taken out of the first-class car, and nine died from injuries received in the second-class car, which was smashed by colliding with the bridge. It is stated that none of the victims or their remains were injured by the fire which destroyed this car, and that earlier reports to this effect were incorrect. Outside of this second-class car all the victims of the wreck were drowned when the cars sank in the river.

Condemn Exaggerated Reports.

Mr. McNicoll this evening expressed indignation at the exaggerated reports which had been sent out of the wreck, which, he said, was bad enough as it was without having people unnecessarily alarmed by reports that the disaster was much worse. As to the delay in giving out the official report of the dead, the Vice-President of the company said they were most anxious to give the public every possible information, and had been working night and day to rescue the victims and secure the necessary information as to their identity. But until this was done it would have caused needless anxiety to publish inaccurate information. Mr. J. W. Leonard, assistant to the Vice-President, is now on the scene looking after the work.

Reynolds a Hero.

Sault Ste. Marie, Jan. 23.—(Special.)—Stories of the splendid heroism of Conductor Thomas Reynolds in the disaster near Webbwood continue to come in. He saved eight people from the Pullman car. When the crash came, Reynolds, as the only means of escape, went down in the waters, smashed a window, and came to the surface on the outside. Reynolds says the thought came to him when going through the window whether the ice had been sufficiently broken to allow him to come to the surface. He reached solid footing with one arm on the car and the other on the ice. On top of the car his real work of rescue began. The railight and screen were smashed with his bare fists, and the first passenger he grabbed was little Alfonso Houlel, who was returning with his aunt and uncle, Mr. and Mrs. C. Houde, to the Canadian Soo. He was brought out by the hair of the head, as were most of the s Mr. Reynolds rescued. It be-he only means possible to secure p on them on account of the lous position which he was com-

CONVICTION QUASHED.

SERIOUS CHARGE AGAINST MANITOBA MAGISTRATE.

Said He Kept Prisoners Overnight at His House, Refused to Let Them Hear Testimony, and Tried to Collect Money From Them.

(Special Despatch to The Globe.)

Winnipeg, Jan. 23.—A remarkable incident, showing how justice is perverted in this Province, was brought to light here yesterday, when the prosecution of Frank and Alex. Havitt and Hyman and Kaufman Warchawski on charges of highway robbery was opened.

The men had been committed for trial by Magistrate Thuland of Treslon, accused of having beaten and robbed a neighbor named Fethers, who is a friend and associate of Thuland, and were arrested several months ago and given a hearing by that worthy. He had the

NEARLY EVERYBODY VOTES

RECORD POLLING IN THE ELECTION IN BRITAIN.

Ninety-one Per Cent of the Yorkshire Electors Polled Their Votes—Mr. Winston Churchill Confident of a Majority Greater Than Any Conservative Leader Ever Had.

(Canadian Associated Press Despatch.)

London, Jan. 23. — A wonderful thing in connection with the election is the size of the poll. The percentage of voters in 1900 was 48.7. In 1906 it was 77.7, which was supposed to be a record for enthusiasm. Up to date the percentage in 1910 is 86.5. Lancashire polled nearly 92 per cent., the Midlands 91.4, and the Home Counties over 87, Wales 90.2, Scotland 86.2. Grantham and Salisbury polled over 97 per cent. Many of the sleepiest country towns recorded over 90 per cent., while only eight London divisions polled below 80. The total vote polled has been:—Unionist, 2,565,627; Liberal, 2,324,315; Labor, 323,115.

Mr. Winston Churchill, speaking in Cornwall, said he knew of no cause to which the democracy of Yorkshire and Lancashire had given their support which had not been carried to speedy success. He anticipated a series of victories in Cornwall. The Liberals would ultimately be returned to power by a majority greater than any Conservative leader ever had.

Sir Henry Norman, speaking in Staffordshire, estimated that the Liberals would get a majority of between 60 and 120. When returned, they would deal with the House of Lords, pass the Budget, pass a bill to give one man one vote, pass a bill to provide for all the elections on one day, and make the Corrupt Practices Act much stronger.

Mr. C. F. G. Masterman, at Redhill, anticipated another appeal to the country before many months. No power on earth could give the Unionists a majority in the Parliament which was coming. They only hoped to reduce the Liberal majority to a hundred.

Mr. Acland-Hood, at Taunton, maintained that the elections in the counties had shown that the Lords were absolutely justified in referring the Budget to the people.

Dr. Macnamara, in an address at Salop, prophesied that the Tory hysterical joy would suffer a painful change before the story ended. Radicalism would beat the lot before it was all over.

Mr. Birrell, speaking at Swindon, said he wished things had gone better

HAMILTON N

CATHOLICS HAVE D
ERECT A NEW C

Only One Hamilton Ma
Railway Wreck—Stor
of Canneries — O
Meades—Charged W

his story of the escape of Mr re was typical of the wreck, but as outdone by that of an Italian enger. This man was trapped in the body of the first-class h as well. For two hours he d at a ventilator, with his chin out of the water, and his feet ing upon the inanimate form of his victim of the first inrush of ter. Conductor Reynolds, working ar, heard his steady but feeble cking and pulled him out to safe-

sband's Heroism Unavailing.

Reynolds also saved from this car lis Alphonse Russell, who was velling with his aunt and uncle, and Mrs. Charles Houde of the o. Houde escaped, but his wife was owned after the repeated efforts of r husband to save her. He brought r to the surface twice, only to have r go under through being struck by

. Leonard on the Scene.

This afternoon Mr. J. W. Leonard, neral Manager of the eastern lines the company, arrived on the scene m Montreal, and assisted in direct- the pikemen as they searched the ters of the river for the bodies of victims of the tragedy.

jured Doing Well.

Dr. H. A. Beatty, Chief Surgeon of company, made a careful medical amination of the injured confined the hospital. He does not look any further fatalities. He uld not say that all were out danger. Their injuries might not serious, but there might be danger llowing upon the shock and immer- n in the icy water.

On Saturday an inquest on the body six of the victims was held by Dr. F. Jones at Webbwood. The jury the verdict said that the persons me to their death as the result of accident, and that the cause of the me was unknown. To-night these dies were brought to Sudbury, and pose in local undertaking rooms. e relatives are remaining in town the hope that they may be able to ture and ship them home.

Distressing Incident.

Mr. S. J. Saunders of Orillia was e of those to perish in the dining- r. His body being recovered this orning. He was a traveller for a ndon, Ontario, firm and one of the pular men of the town. His brother- law, F. J. Gray of Orillia, came to aim the body. Hearing that one of e victims had been pulled ashore, wished to get a view of the body d was refused permission. A friend ho knew Mr. Saunders well, said:— Mr. Gray told me that the body was e one he was seeking and described m to me. He leaves a wife and five ildren. The day of his death is one be well remembered in his family,' id Mr. Gray, 'as his father, a sis- r, and an uncle passed away in dif- rent years on that date.'

eath of J. Watts.

J. Watts, Renfrew, died late to- ght in the hospital from his injuries a had come home on Christmas to sit his mother after an absence of renty years.

d Was Prompt.

Dr. W. J. Cook of this place, one the first on the scene, told to The lobe to-night the story of the rush- g of medical aid to the injured. Dr. R. H. Arthur, one of our local actitioners, was on the ill-fated ain," said he, "but alighted at eirn, the last stopping place of the ain before reaching the bridge, as it was without having people un- necessarily alarmed by reports that the disaster was much worse. As to the delay in giving out the official re- port of the dead, the Vice-President of the company said they were most anxious to give the public every pos- sible information, and had been work- ing night and day to rescue the vic- tims and secure the necessary infor- mation as to their identity. But until this was done it would have caused needless anxiety to publish inaccurate information. Mr. J. W. Leonard, as- sistant to the Vice-President, is now on the scene looking after the work.

Reynolds a Hero.

Sault Ste. Marie, Jan. 23.—(Spec- ial.)—Stories of the splendid heroism of Conductor Thomas Reynolds in the disaster near Webbwood continue to come in. He saved eight people from the Pullman car. When the crash came, Reynolds, as the only means of escape, went down in the waters, smashed a window, and came to the surface on the outside. Reynolds says the thought came to him when going through the window whether the ice had been sufficiently broken to allow him to come to the surface. He reached solid footing with one arm on the car and the other on the ice. On top of the car his real work of rescue began. The fanlight and screen were smashed with his bare fists, and the first passenger he grab- bed was little Alfonso Roulel, who was returning with his aunt and uncle, Mr. and Mrs. C. Houde, to the Cana- dian Soo. He was brought out by the hair of the head, as were most of the others Mr. Reynolds rescued, it be- ing the only means possible to secure a grip on them on account of the laborious position which he was com- pelled to take and the extra heavy weight of the water-sogged clothes. After the little boy came D. M. Brodie of Sudbury. Mr. Brodie was small enough to come through the fanlight.

Wounds Did Not Deter Him.

After this came the superhuman efforts of the day. The rest of the passengers were too large to come through the fanlight, and that section of the car was actually ripped open in Reynolds' mad endeavor to rescue them. He did it, and six more were brought to safety, including W. J. Bell and J. H. Wade of Sudbury; Thomas Hay, claims agent of the C. P. R.; C. Houde of the Soo, and two colored attendants of the diner. Con- ductor Irwin of the diner escaped with a wounded back. It is said that Mrs. Houde was almost brought to safety, but dropped out of the hands of her rescuers and was seen no more. All the time Reynolds was cut, bruis- ed and bleeding in a horrible manner. He has gone to his home in North Bay.

A UNITED DEMAND.

MARITIME PROVINCES' REPRESENTATION IN THE HOUSE.

Members on Both Sides Meet at Ottawa and Pass a Resolution That Will Require a Change in the B. N. A. Act to Grant.

(Special Despatch to The Globe.)

Ottawa, Jan. 23.—Members of the Commons and Senators from the Maritime Provinces, both Liberal and Conservative, met in caucus on Sat- urday and passed a resolution de- claring that members on both sides of politics from Nova Scotia, New Brun- swick and Prince Edward Island were

CONVICTION QUASHED.

SERIOUS CHARGE AGAINST MANITOBA MAGISTRATE.

Said He Kept Prisoners Overnight at His House, Refused to Let Them Hear Testimony, and Tried to Collect Money From Them.

(Special Despatch to The Globe.)

Winnipeg, Jan. 23.—A remarkable incident, showing how justice is per- verted in this Province, was brought to light here yesterday, when the prosecution of Frank and Alex Levitt and Hyman and Kaufman Warchaw- ski on charges of highway robbery was opened.

The men had been committed for trial by Magistrate Thuland of Teul- ton, accused of having beaten and robbed a neighbor named Fethers, who is a friend and associate of Thu- land, and were arrested several months ago and given a hearing by that worthy. He had them imprison- ed in his house over night, and in the morning Thuland had witnesses, but refused to permit the accused to be present in the room or to let them know what was said or to cross-questi- on the witnesses.

After the evidence had been taken, he announced that he found them guilty, and then approached them with an agreement which they were to sign under penalty of being sent to jail for five years. He did not read this over to them, it is said, nor permit them to read it, but when the wife of one of the prisoners heard that he was likely to be sent to the penitentiary, she begged him to sign it to escape. All did so, and then learned that it provided they should acknowledge their guilt and to pay $117 into court within four months. Thuland also assessed the men $23.40 for board and lodging over the night in which he had detained them, and $15 more for contempt of court. All this was done in face of the fact that the men were able to establish their innocence.

He ordered that they should pick stones off his place to pay the full amount of the fine. The men wearied of their task after a time, and Thu- land had them arrested and commit- ted for trial. They appeared before the Judge here yesterday, when the Magistrate's action was ventilated with the Attorney-General's Depart- ment prosecuting for Thuland.

The Judge speedily quashed the in- dictment, and ordered Thuland to re- pay his victims every cent he had ex- torted from them.

OPTION ON PORCUPINE.

Mr. O'Brien Said to Have Sold Out at a Fancy Price.

(Special Despatch to The Globe.)

Cobalt, Jan. 23.—O'Brien's option on Porcupine has lapsed. Other parties are reported to have secured contract of the property. Parties coming down from 222 to-day say O'Brien has sent in tea

recorded over 90 per cent., while only eight London divisions polled below 80. The total vote polled has been:— Unionist, 2,661,227; Liberal, 2,124,315; Labor, 393,115.

Mr. Winston Churchill, speaking in Cornwall, said he knew of no cause to which the democracy of Yorkshire and Lancashire had given their sup- port which had not been carried to speedy success. He anticipated a series of victories in Cornwall. The Liberals would ultimately be returned to power by a majority greater than any Conservative leader ever had.

Sir Henry Norman, speaking in Staffordshire, estimated that the Li- berals would get a majority of be- tween 80 and 120. When returned, they would deal with the House of Lords, pass the Budget, pass a bill to give one man one vote, pass a bill to provide for all the elections on one day, and make the Corrupt Practices Act much stronger.

Mr. C. F. G. Masterman, at Red- hill, anticipated another appeal to the country before many months. No power on earth could give the Union- ists a majority in the Parliament which was coming. They only hoped to re- duce the Liberal majority to a hun- dred.

Mr. Acland-Hood, at Taunton, main- tained that the elections in the counties had shown that the Lords were ab- solutely justified in referring the Bud- get to the people.

Dr. Macnamara, in an address at Salop, prophesied that the Tory hy- sterical joy would suffer a painful change before the story ended. Radi- calism would beat the lot before it was all over.

Mr. Birrell, speaking at Swindon, said he wished things had gone better in some places. A big majority was wanted to enable the Government to deal not only with the Budget but to maintain the power of the people in repelling the usurpation by the Lords.

Mrs. Chamberlain says her hus- band is rejoicing in the trend of the elections and is glad to have lived long enough to see his fiscal policy so widely adopted.

WANT TO JOIN THE UNION.

MINISTERIAL ASSOCIATION TAKES A NEW DEPARTURE.

Formally Applies for Membership in the Trades and Labor Council of Vancouver—Hailed as a Step in Advance.

(Special Despatch to The Globe.)

Vancouver, Jan. 23.—Interesting speculation has been raised in labor circles by the application of the Ministerial Association for member- ship in the Trades and Labor Coun- cil. Among citizens generally the move is hailed as a happy augury of the identification of Christianity with politics. The Presbyterian pulpits this evening were unanimous in this view.

JAPANESE PARLIAMENT.

Premier Katsura is Complimentary to British Alliance.

(Associated Press Despatch.)

Tokio, Jan. 23.—Both Houses of the Diet convened in regular sessions here yesterday. Premier Katsura made the opening speech in the upper House at 10 o'clock yesterday morning. He said the relations of Japan with all the treaty powers were increasingly inti-

HAMILTON NEWS.

CATHOLICS HAVE DECIDED TO ERECT A NEW CHURCH.

Only One Hamilton Mas Railway Wreck—Story of Canneries — O Measles—Charged Wi

(Special Despatch to T Hamilton, Jan. 23.—From ports of the wreck at Wel supposed that two or th people were badly injured discovered that only one was among the unfortunates sell E. Smith, 501 Main traveller for the Regal Shi this city. J. J. Anderson, formerly connected with the fice in this city, and Clau runner, is known here. R was reported as being fro not thought to belong here

New Catholic Church.

The Roman Catholics of decided to erect a new chur ner of Dundurn and Mar where property was acquir ago. Lindsay Wardell, for nipeg, has been instructed plans, and work will be as the frost is out of the new church will be known chapel to St. Mary's Cathed be made self-supporting.

Canning Merger Story.

R. L. Innes, Secretary-T Canadian Canners, Limited, Saturday if there was any report that a merger of factories in Canada had about. He said that the absolutely untrue, but adm gotiations to bring about tion had been entered in ago.

Measles Outbreak.

The measles outbreak schools has continued to inc last two or three weeks, an the health authorities is c creased in consequence. new cases were reported. tagious and infectious di were: Diphtheria, 8; whoo scarlet fever, 2.

Notes.

Vincenzo Andrei was loc urday night on a charge Marie Terrala.

Mrs. Degaimo, mother, Boothman, died to-day a street north. Mrs. Degaimo

alleged to ha
Miss Ethel W
dale Hotel an
a purse contai
charge is that
Lawrence Fla
tel and stole a

ks dull. American market lower.
nd cheerful. Consols closed 1-8
May wheat closed 7-8c lower at

The Globe.

VII., NUMBER 18,724. TORONTO, SATURDAY, FEBRUARY 5, 1910—TWENTY-EIGHT PAGES AND MAG

The Day

: 8 pages.
pages.
l recommendations in
inquiry. The text of
fisheries regulations.
ions of United States
nada. Dominion re-
ing. A triple shoot-
Steamer saved by
y.
A petrified body sold.
fled.
Webbwood wreck
fire record. Holds up
House of Commons.
ns (continued).
porcupine camp. Two
Rev. Mr. Atlas dis-

nst fight a proposed
Funeral of Sir George

Association. St.
South Perth Liberals.
ents.
oods," by Peter Mc-

g Canada.
ama.
d.
Sir John A. Mac-
h to the west.

n.

Sporting news.
continued).
break in New York.
nes.
Increased receipts
City Cattle Market.
heat more freely and
rally lower. Thieves
camp.
k speaks at McLas-
grounds are popu-
arig.
dvertisements.
ements (continued).
les. Church work
llege notes. Queen's

tish. To form de-
fe room in asylum
ed in jail. Proceed-
islature. Chas. Mc-
irths, marriages and

sed the wool tariff.
had a prosperous

for the city was or-

CAUSE OF WEBBWOOD WRECK; WHAT THE JURY DECIDED.

Derailment Through the Truck of First-class Car Leaving Track.

EXPERTS SUPPORT THE FINDING.

C.P.R. and Railway Commission to Continue Investigation.

Jury Recommends Several Questions for Inquiry by the Commission — Summary of the Evidence Given at the Closing Session—The Views of Experts for the Crown and the Railway—Mr. H. L. Drayton's Address to the Jury.

(Special Despatch to The Globe.)

Sudbury, Feb. 4.—In less than two hours after the Crown counsel, Mr. H. L. Drayton, K.C., of Toronto, had finished his concise summing up of the evidence the jury investigating the Webbwood disaster returned to Coroner W. H. Howie the verdict given herewith and the accompanying riders, the latter for the consideration of the Board of Railway Commissioners.

Mr. Drayton had advised them that it would be quite in order to frame a verdict defining the cause of the wreck as a dropping of some portion of the running gear of the coach in question. And he advised that should they wish to particularize they might designate the reason for derailment by the failure of a pedestal supporting the boxing of one end of the leading pair of wheels of the first truck of the first-class coach.

Supported by Experts.

estimony of Mr. S. E.
r to Mr. Drayton tend,
a pedestal fail-

Verdict and Recommendations

Sudbury, Feb. 4.—(Special.)—The jury investigating the Webbwood wreck to-night returned the following verdict and recommendations :—

"We find, according to the evidence, that Jacob Rysynszyk came to his death as a result of the derailment of part of train No. 7, on Jan. 21st, 1910, at a point on the 'Soo' branch of the C. P. R., where the railway crosses the Spanish River, and on the easterly approach to the bridge.

"Said derailment being caused by the forward truck of the first-class car leaving the track, and plunging over the embankment, followed by the dining and sleeping car, also causing derailment of the second-class car. But this jury is unable to determine the cause for the truck of the said first-class car leaving the track.

"We would recommend that the following be thoroughly investigated by the Railway Commission for Canada :—

"(1) Are three sectionmen sufficient to keep an eight-mile section in proper condition during the winter time, in the rigorous climate of Northern Ontario ?

"(2) Should openings be placed in the roof of cars, capable of being opened from either inside or outside of the car, suitable for the escape of passengers in case of overturned cars ?

"(3) Should emergency tools be carried at convenient places outside of cars as well as inside ?

"(Signed) J. M. McLEOD, Foreman."

WIRELESS WAVES SAVED CREW OF FORTY-SEVEN.

Distress Signal Sent Forth From Sinking Steamer Kentucky Brought Help Which Averted a Great Ocean Tragedy—Steamer Alamo Took Off All Hands.

(Wireless Despatch to The Globe.)

On board the Steamer Alamo, at sea

UNITED STATES LOOKS TO CANADA

A Changed Tone is Noticable Among the People.

"MARIA'S" IMPRESSIONS.

Men in Responsible Position Still Talk Annexation.

Adjusting the Future Complacently—Think That in Due Time They Will Reach Out for Canada — Looking for the Disintegration of Britain.

(Staff Correspondence of The Globe.)

Lansing, Mich., Feb. 3.—For years I have been accustomed to hearing Canada, or, as many people of the United States pronounce it, "Kanaday," disposed of as "coon skin coats" and "God Save the King." This has been more noticeable among the masses so filled with the great importance of their own country that they view everything outside of it in a diminishing ratio from United States standards.

I remember, a few summers ago, an American woman who had accepted an invitation to visit Toronto and who, while there, overheard some criticism of the American characteristics. She was very indignant when relating the instance afterwards, and concluded by saying that "as far as Americans were concerned, they never even thought about Canadians," and that was almost literally true a few years ago.

A Changed Tone.

Now all is changed. Not only are the people of the United States thinking about Canadians with a very tolerant mind, but Canada is being pictured as a very desirable country. The leading magazines and many of the weeklies and the daily press make a feature of Canadian articles, particularly in regard to the richness of the country in mineral, timber, pulpwood, wheat lands, and water power, and of its manufacturing possibilities.

Naturally, under such persistent enlightenment, the attitude of the in-

ATTAWA, Feb. 4.—The
pointment of a Royal Comm
sion to investigate the ques
of technical education, an
ascertain the respective p
ers of the Dominion and
vincial Governments to re

ks dull. American market lower.
nd cheerful. Consols closed 1-8
May wheat closed 7-8c lower at

The Globe.

VII., NUMBER 18,724. TORONTO, SATURDAY, FEBRUARY 5, 1910—TWENTY-EIGHT PAGES AND MAG

The Day

: 8 pages.
pages.
l recommendations in
inquiry. The text of
fisheries regulations.
ions of United States
anada. Dominion re-
sing. A triple shoot-
Steamer saved by
y.
, petrified body sold.
ded.
Webbwood wreck
dre record. Holds on
."
House of Commons.
ons (continued).
porcupine camp. Two
Rev. Mr. Atlas dis-

ust fight a proposed
funeral of Sir George

Association. St.
South Perth Liberals.
ents.
goods," by Peter Mc-

g Canada.
ama.
d.
n Sir John A. Mac-
h to the west.

n.

Sporting news.
continued).
break in New York.
nes.
Increased receipts
City Cattle Market.
hear more freely and
rally lower. Thieves
camp.
as speaks at McMas-
grounds are popu-
ariff.
dvertisements.
sements (continued).
hes. Church work
llege notes. Queen's

club. To form de-
le room in asylum
ed in jail. Proceed-
islature. Chas. Mc-
irths, marriages and

ased the wool tariff.
had a prosperous

for the city was or-

CAUSE OF WEBBWOOD WRECK; WHAT THE JURY DECIDED.

Derailment Through the Truck of First-class Car Leaving Track.

EXPERTS SUPPORT THE FINDING.

C.P.R. and Railway Commission to Continue Investigation.

Jury Recommends Several Questions for Inquiry by the Commission — Summary of the Evidence Given at the Closing Session—The Views of Experts for the Crown and the Railway—Mr. H. L. Drayton's Address to the Jury.

(Special Despatch to The Globe.)

Sudbury, Feb. 4.—In less than two hours after the Crown counsel, Mr. H. L. Drayton, K.C., of Toronto, had finished his concise summing up of the evidence the jury investigating the Webbwood disaster returned to Coroner W. H. Howie the verdict given herewith and the accompanying riders, the latter for the consideration of the Board of Railway Commissioners.

Mr. Drayton had advised them that it would be quite in order to frame a verdict defining the cause of the wreck as a dropping of some portion of the running gear of the coach in question. And he advised that should they wish to particularize they might designate the reason for derailment by the failure of a pedestal supporting the boxing of one end of the leading pair of wheels of the first truck of the first-class coach.

Supported by Experts.

estimony of Mr. S. E.
r to Mr. Drayton, tend.
a pedestal fail-

Verdict and Recommendations

Sudbury, Feb. 4.—(Special.)—The jury investigating the Webbwood wreck to-night returned the following verdict and recommendations :—

"We find, according to the evidence, that Jacob Rysynszyk came to his death as a result of the derailment of part of train No. 7, on Jan. 21st, 1910, at a point on the 'Soo' branch of the C. P. R., where the railway crosses the Spanish River, and on the easterly approach to the bridge.

"Said derailment being caused by the forward truck of the first-class car leaving the track, and plunging over the embankment, followed by the dining and sleeping car, also causing derailment of the second-class car. But this jury is unable to determine the cause for the truck of the said first-class car leaving the track.

"We would recommend that the following be thoroughly investigated by the Railway Commission for Canada :—

"(1) Are three sectionmen sufficient to keep an eight-mile section in proper condition during the winter time, in the rigorous climate of Northern Ontario ?

"(2) Should openings be placed in the roof of cars, capable of being opened from either inside or outside of the car, suitable for the escape of passengers in case of overturned cars ?

"(3) Should emergency tools be carried at convenient places outside of cars as well as inside ?

"(Signed) J. M. McLEOD, Foreman."

WIRELESS WAVES SAVED CREW OF FORTY-SEVEN.

Distress Signal Sent Forth From Sinking Steamer Kentucky Brought Help Which Averted a Great Ocean Tragedy—Steamer Alamo Took Off All Hands.

(Wireless Despatch to The Globe.)

On board the Steamer Alamo, at sea
of Cape Hatteras, Feb. 4.—(Via Wireless to Norfolk, Va., and Tuckerton, N.J.)—

UNITED STATES LOOKS TO CANADA

A Changed Tone is Noticable Among the People.

"MARIA'S" IMPRESSIONS.

Men in Responsible Position Still Talk Annexation.

Adjusting the Future Complacently—Think That in Due Time They Will Reach Out for Canada — Looking for the Disintegration of Britain.

(Staff Correspondence of The Globe.)

Lansing, Mich., Feb. 3.—For years I have been accustomed to hearing Canada, or, as many people of the United States pronounce it, "Kanaday," disposed of as "onion skin coins" and "God Save the King." This has been more noticeable among the masses so filled with the great importance of their own country that they view everything outside of it in a diminishing ratio from United States standards.

I remember, a few summers ago, an American woman who had accepted an invitation to visit Toronto and who, while there, overheard some criticism of the American characteristics. She was very indignant when relating the instance afterwards, and concluded by saying that "as far as Americans were concerned, they never even thought about Canadians," and that was almost literally true a few years ago.

A Changed Tone.

Now all is changed. Not only are the people of the United States thinking about Canadians with a very tolerant mind, but Canada is being pictured as a very desirable country. The leading magazines and many of the weeklies and the daily press make a feature of Canadian articles, particularly in regard to the richness of the country in mineral, timber, pulpwood, wheat lands, and water power, and of its manufacturing possibilities.

Naturally, under such persistent enlightenment, the attitude of the in-

OTTAWA, Feb. 4.—The
pointment of a Royal Comm
sion to investigate the ques
of technical education, and
ascertain the respective p
ers of the Dominion and P
vincial Governments in reg

News of The Day

Contents.

Illustrated section: 8 pages.
News section: 28 pages.

City.

Sheep-breeders discussed the wool tariff.

St. George's Society had a prosperous year.

A schoolman's club for the city was organized.

The playgrounds movement in the city is growing rapidly.

A Defence League for each of the Provinces is to be formed.

At the McMaster University banquet Hon. Geo. W. Ross spoke on Canada.

The St. Clair avenue widening scheme was again delayed by a civic committee.

Charles McGill, formerly manager of the defunct Ontario Bank, was released from

CAUSE OF WEBBWOOD WRECK; WHAT THE JURY DECIDED.

Derailment Through the Truck of First-class Car Leaving Track.

EXPERTS SUPPORT THE FINDING.

C.P.R. and Railway Commission to Continue Investigation.

Jury Recommends Several Questions for Inquiry by the Commission — Summary of the Evidence Given at the Closing Session—The Views of Experts for the Crown and the Railway—Mr. H. L. Drayton's Address to the Jury.

(Special Despatch to The Globe.)

Sudbury, Feb. 4.—In less than two hours after the Crown counsel, Mr. H. L. Drayton, K.C., of Toronto, had finished his concise summing up of the evidence the jury investigating the Webbwood disaster returned to Coroner W. H. Howie the verdict given herewith and the accompanying riders, the latter for the consideration of the Board of Railway Commissioners.

Mr. Drayton had advised them that it would be quite in order to frame a verdict defining the cause of the wreck as a dropping of some portion of the running gear of the coach in question. And he advised that should they wish to particularize they might designate the reason for derailment by the failure of a pedestal supporting the boxing of one end of the leading pair of wheels of the first truck of the first-class coach.

Supported by Experts.

The expert testimony of Mr. S. E. Reaugh, adviser to Mr. Drayton, tended strongly toward this pedestal failure as a cause. It was the only theory well borne out by the condition of the roadbed and the rails prevailing after the coaches of the train had taken the plunge into the river. Mr. Gutelius, the noted railway expert, and the C. P. R.'s General Superintendent for the Superior division, also looked with favor upon this feature as a cause. When questioned by

Verdict and Recommendations

Sudbury, Feb. 4.—(Special.)—The jury investigating the Webbwood wreck to-night returned the following verdict and recommendations :—

"We find, according to the evidence, that Jacob Rysynszyk came to his death as a result of the derailment of part of train No. 7, on Jan. 21st, 1910, at a point on the 'Soo' branch of the C. P. R., where the railway crosses the Spanish River, and on the easterly approach to the bridge.

"Said derailment being caused by the forward truck of the first-class car leaving the track, and plunging over the embankment, followed by the dining and sleeping car, also causing derailment of the second-class car. But this jury is unable to determine the cause for the truck of the said first-class car leaving the track.

"We would recommend that the following be thoroughly investigated by the Railway Commission for Canada :—

"(1) Are three sectionmen sufficient to keep an eight-mile section in proper condition during the winter time, in the rigorous climate of Northern Ontario ?

"(2) Should openings be placed in the roof of cars, capable of being opened from either inside or outside of the car, suitable for the escape of passengers in case of overturned cars ?

"(3) Should emergency tools be carried at convenient places outside of cars as well as inside ?

"(Signed) J. M. McLEOD, Foreman."

WIRELESS WAVES SAVED CREW OF FORTY-SEVEN.

Distress Signal Sent Forth From Sinking Steamer Kentucky Brought Help Which Averted a Great Ocean Tragedy—Steamer Alamo Took Off All Hands.

(Wireless Despatch to The Globe.)

On board the Steamer Alamo, at sea, off Cape Hatteras, Feb. 4, 5 p.m.—Rescuing crews from this ship have just succeeded in taking off Capt. Moore and his crew of forty-six men from the sinking steamship Kentucky, which is rapidly filling with water, and which is expected to go down in the next few hours. The rescue was accomplished in the face of a h

nose in the direction of the sinking Kentucky.

The place where the Kentucky was settling was about sixty-five miles distant from the point where the Alamo was when the signal for help was received.

New York, Feb. 4.—(A. P. despatch.)—The Kentucky, which went down to-day off Cape Hatteras, shortly after her crew had been taken off, is a wooden vessel of 996 gross tonnage, 203 feet long. She was bound

Adjusting the Future Complacent Think That in Due Time They Reach Out for Canada — Lool for the Disintegration of Brital

deaths.

City.

Sheep-breeders discussed the wool tariff.

St. George's Society had a prosperous year.

A schoolman's club for the city was organized.

The playgrounds movement in the city is growing rapidly.

A Defence League for each of the Provinces is to be formed.

At the McMaster University Hon. Geo. W. Ross spoke on Canada.

The St. Clair avenue widening scheme was again delayed by a civic committee.

Charles McGill, formerly Manager of the defunct Ontario Bank, was released from Kingston.

Canadian.

Seventeen Scotch immigrants are held up at Halifax for not having the amount of money prescribed by the regulations.

The revenue of the Dominion for the last ten months shows an increase of $12,572,886. The receipts for January were $8,120,441.

Eric Sheldon, aged twelve years, was run over by an engine at Muskoka, and died in Parry Sound Hospital from his injuries.

Provision for a Royal Commission on technical education will be made in the supplementary estimates to be submitted to the House of Commons.

British and Foreign.

The Japanese, it is reported, have slaughtered millions of birds in the Hawaiian Islands, practically destroying all the bird life on some of the islands.

A verdict of $250,000 damages against 200 Connecticut hatmakers, who were held responsible for boycotting a certain factory, was returned by a jury at Hartford.

The Weather.

Readings of the thermometer and barometer and the velocity and direction of the wind at the Observatory were :—

THE GLOBE'S BAROMETER
Feb. 4, 10 p.m.

Synopsis of Reading

Time.	Ther.	Bar.	Wind.
8 am	20	29.40	13 sw
noon	27	.....	.....
2 pm	31	29.30	11 sw
4 pm	31	.....	.....
8 pm	28	29.30	13 sw

Mean of day, 23; difference from average, 3 above; highest, 33; lowest, 12.

Forecasts :—Lower Lakes and Georgian Bay—Strong northwesterly winds; fair and colder.

Upper St. Lawrence and Ottawa Valley—Strong northwesterly winds; fair and colder, with snowflurries.

Lower St. Lawrence and Gulf—Northeasterly winds and moderately cold, with snow.

Maritime—Easterly to northerly winds and moderately cold, with occasional snow.

Lake Superior—Northerly winds; fair and colder.

Manitoba and Saskatchewan—Fair and moderately cold.

Alberta—Fine and mild.

5 p.m.—The disturbance which was on the middle Atlantic coast last night is passing south of Nova Scotia, where snow is now falling, while another disturbance from the north is moving into the St. Lawrence Valley. The weather has been [illegible] toba and Saskatche[illegible] the mild in Alberta. [illegible] temperatures :— [illegible] 36; Edmon[illegible]

question. And he advised that should they wish to particularize they might designate the reason for derailment by the failure of a pedestal supporting the boxing of one end of the leading pair of wheels of the first truck of the first-class coach.

Supported by Experts.

The expert testimony of Mr. S. E. Reaugh, adviser to Mr. Drayton, tended strongly toward this pedestal failure as a cause. It was the only theory well borne out by the condition of the roadbed and the rails prevailing after the coaches of the train had taken the plunge into the river. Mr. Gutelius, the noted railway expert, and the C. P. R.'s General Superintendent for the Superior division, also looked with favor upon this feature as a cause. When questioned by Mr. Drayton he answered that his conclusion was that this was the only solution of the accident. "I can think of no other, all things considered," said he.

A Further Investigation.

During the course of the afternoon Mr. Gutelius stated that every part of the equipment of the wrecked train was to be tagged and forwarded to the Angus shops of the company in Montreal. The experts of the C. P. R. and the inspectors of the Board of Railway Commissioners would conduct a most careful investigation there, where all favorable conditions would obtain, and some things impossible to learn in the open air might there be revealed.

Inquiry Was Thorough.

Mr. Drayton's inquiry into the wreck was complete and thorough. Before the inquest began absolutely nothing was known for certain that would clear up its mysterious incidents. Everything was investigated down to the minutest details, and nothing was left undone or unfinished. The railway company, for their own satisfaction, have been investigating the disaster ever since it occurred, and will not give up their inquiry until all doubt has been cleared away. The brake beam of the leading truck of the first-class coach was still in the Spanish River, Mr. Gutelius told the court this afternoon, but it would be recovered and sent to Montreal, along with the rest of the gear.

The Roadbed Good.

Mr. S. E. Reaugh gave the opinion that in this case there had been no tie failure, and that the ballast of the road was good. He found no failure of the rails, and said, regarding the possibility of a spread rail, that in no case was the gauge more than one-quarter to one-half an inch too wide, while it would have had to be two inches or more out of line before it would be a menace to the safety of the train.

He had found shims on the south track, and this had given him the impression that previous to the accident the tracks could not have been level. But there was no criticism to be levelled against the company on this point, because the roadbed could have been put out of order by engines standing there during rescue operations.

The Question of Rails.

The only possible criticism might be a rail too light for the traffic moving over it. He did not think this was the immediate cause of the accident. The only effect would be that the heavy rolling stock would tend to

Distress Signal Sent Forth From Sinking Steamer Kentucky Brought Help Which Averted a Great Ocean Tragedy—Steamer Alamo Took Off All Hands.

(Wireless Despatch to The Globe.)

On board the Steamer Alamo, at sea, off Cape Hatteras, Feb. 4., 3 p.m.—Rescuing crews from the ship have just succeeded in taking off Capt. Moore and his crew of forty-six men from the sinking steamship Kentucky, which is rapidly filling with water, and which is expected to go down in the next few hours. The rescue was accomplished in the face of a heavy northwest wind, the lifeboats from the Alamo riding over great waves in the perilous work.

At 3.30 o'clock this afternoon the Alamo came in sight of the Kentucky, whose men were waging a last desperate battle with the sea. The ship had settled deep down into the sea, and the waves were sweeping over her. Capt. Moore, who was still on the bridge directing the work of his men, signaled that her hold was then more than half full of water. From the Alamo it looked as though every minute might be the Kentucky's last. The coming of the Alamo to the rescue was in response to the wireless signal of distress "S. O. S.," which is used on these ships instead of "C. Q. D." This signal was flashed in all directions this morning by W. D. Maginnis, the operator on the Kentucky, and was received by E. D. Seaman, the Alamo's operator about 11.30 a.m. It was followed by this brief message: "We are sinking. Our latitude is 32 degrees 10 minutes; longitude 76 degrees 30 minutes, Kentucky."

Seaman ran with the message to the Alamo's skipper and a moment later the bells in the engine-room were ringing the signals that changed the Alamo's course and turned her nose in the direction of the sinking Kentucky.

The place where the Kentucky was settling was about sixty-five miles distant from the point where the Alamo was when the signal for help was received.

New York, Feb. 4.—(A. P. despatch.)—The Kentucky, which went down to-day off Cape Hatteras, shortly after her crew had been taken off, is a wooden vessel of 996 gross tonnage, 203 feet long. She was bound from New York to the Pacific to carry passengers between Tacoma and Alaskan ports for the Alaska-Pacific Steamship Company.

Bad luck was the Kentucky's lot almost immediately after she left New York for her 14,000-mile voyage on January 23. Her one bit of good luck was that wireless instruments were installed just before she departed. One hundred and fifty miles off Sandy Hook the vessel began leaking badly, but by working the pumps valiantly Captain Moore was able to reach Newport News with sixteen inches of water in the vessel's hold. There repairs were made, and the ship received a certificate from Lloyds and the United States inspector at that port, saying that she was sound and seaworthy.

Notwithstanding this assurance, T. A. McLarney, formerly the night operator at the Waldorf Astoria in New York, who had shipped with the vessel when she left this port, refused to continue the voyage because his parents in Monticello, N.Y., had a premonition that something would happen. They bombarded him with messages to this effect, and in deference to their wishes he obtained a substitute operator. W. D. Maginnis, who sent out the call which saved the lives of his shipmates to-day.

C. P. R. IN VAST DEAL.

PAYMENT OF $11,000,000 FOR DUNSMUIR PROPERTIES.

Said to Have Acquired Coal Mines, Docks and Railways From Ex-Lieutenant-Governor Dunsmuir — The Details of the Reported Transaction.

(Special Despatch to The Globe.)

Victoria, Feb. 4.—Persistent rumors are afloat that the vast coal mining and allied interests of the Dunsmuirs on Vancouver Island have passed into the hands of the C. P. R. for a consideration of $11,000,000. The properties said to have been transferred include the shipping mines at Extension and Comox, the docks at Ladysmith and Union, the railway from Union to Cumberland, and the fleet of colliers. Mr. James Dunsmuir, ex-Lieutenant-Governor, is the sole surviving member of the firm of R. Dunsmuir & Sons, which for years has been trading under that name. He is a director of the C. P. R. and is said to have given that company the first choice to buy. The deal is said to include the transfer of all his large holdings save his magnificent residence and estate near Esquimalt.

Five ye[illegible]

STILL ON THE UP GRADE.

INCREASE IN DOMINION REVENUE FOR JANUARY.

Expenditures on Consolidated Fund and Capital Account Have Been Reduced—Dominion Owes Three Hundred and Thirty Millions.

(Special Despatch to The Globe.)

Ottawa, Feb. 4.—The financial statement of the Dominion for the month of January, and for the first ten months of the fiscal year, shows an increase of revenue for the month of $1,481,388, and for the ten months of $12,572,886, as compared with the corresponding period of the previous year. The total revenue for the month was $8,120,441, and for the ten months $81,510,522. Of the total increases in revenue $10,203,449 is credited to customs. Total expenditures on consolidated fund account for the ten months show, on the other hand, a decrease of $3,342,744, and on capital account of $9,556,334. The total expenditure on consolidated fund account for the ten months was $55,-675,472, or $21,832,626 less than the

the
ing a
ant
ture
lead
wee
feat
larly
coun
wheat
of its m
Natur
lightenm
dividual
border
is still
loyalty
looking
caused
eyes" to
like ava
"trek"
avidity
been se
year's r
taken in
America
dians h
gratifica
as far a
for the American farmer makes a
excellent settler. But the movemen
is viewed in another light on this sid
by the men of finance, the men wh
when they see a desirable thing, p
all the machinery at their command
and that ultimately means the ma
chinery of the nation, in motion to a
quire it.

Still Ta

I had
ideas we
archives
Fenian
episodes,
deceived
in the la
cussion
tions, as
little sp
newspap
people.
a month
circulati
called
rebuke.
It was
evidence
Empire
closely
a smou
believe it
bellows
a consu
to argue
them o
the lax
deliberat
could n
ads the
enforced
that loy
Crown i
their co
ble for a
man is
in the U
Have th
and any
sired, y

Adjustin

Even
glibly t
inform
army in
thers p
that Br
much i
be take
though.
ture wit
ama Ca
in a "th
connect
of water
North A
United S
minatin
and suff
"Get R

TATION SCHEME.

WATERWORKS PRO- TO BE PLANTED.

Commissioners to Protect r Supply of the City, and a Park—Trees Already From Germany.

Despatch to The Globe.)
eb. 4.—The reforestation of land forming the wa- he springs giving Guelph ter supply is the latest rise to be undertaken in City, through the Water rs. The land is in the Arkell, about four miles city, and a portion of it , itself, but the greater e set out with white pine lect trees, being shipped ny, having already been ugh the Ontario Agricul- ge. About twenty-five planted this spring, and il be laid out in a scheme ich will eventually make park.

of the scheme is three- lect the city's water sup- form a civic park, and prove a profitable in- the estimated cost is but an acre for the very best forestry plot in such close the Ontario Agricultural also prove valuable for n purposes.

SUPPLIES BURNT

OLLAR FIRE IN NEW YORK.

USE PRIVY COUNCIL

TO BREAK DEADLOCK BETWEEN LORDS AND COMMONS.

Mr. Frederick Harrison Suggests a Way of Getting Over a Difficulty—Privy Council More Like a True Senate Than Any Other British Institution.

(Special Correspondence of The Globe.)
London, Jan. 28.—It is the growing opinion of Liberal leaders that the next general election must be fought mainly on the issue of reforming the House of Lords. Many plans were presented during the late campaign, which ranged from the abolition of hereditary legislative powers to a removal from the House of Lords, as at present constituted, of all power in finance matters. The scheme for a reformation of the Upper House which is attracting most attention, is that formulated by Frederick Harrison, who would make use of the Privy Council as a body of final legislative appeal.

"That body," he writes, "has an origin and historic association at least equal to the House of Lords. Every Councillor holds his title, not by inheritance or privilege, but for personal merit, high office or service to the State. They rank immediately after the peers and their eldest sons. They are all well-known and responsible public men, of mature age and public experience. About 100 peers, or nearly a third of the body, are now Privy Councillors including nearly every peer who speaks or usually votes in the Lords. They are an eminently conservative and deliberate set of men. But any Second Chamber in this country must be conservative. I do not say that the Privy

THE FIRE RECORD.

ELEVEN THOUSAND DOLLAR LOSS AT SALISBURY, N. B.

CAUSE OF THE WEBBWOOD WRECK.

(Continued from Page 1.)

case, expect a turned rail, but he would expect a mark on the wheel and on the rail. This unknown cause, added to speed and lateral motion, might be contributed to by the dropping of a brake beam, brake shoe, or axle bearing.

First-class Car Left Rails.

He was sure the first-class car was the first to leave the rails, and that it had led the way to the river. His examination of the leading end of the first-class coach this morning revealed the absence of the brake beam and shoe. The beam might have dropped down, as there was nothing to support it, and have caused the accident. The south hanger of the same beam was twisted as though the north end had fallen, but he found no marks on the wheel of the truck, which seemed to eliminate that possibility. Still, there was as much evidence favoring the dropped beam as a cause as against it. If he saw the beam he would still be undecided, because there were no marks on the wheels.

How the Rail was Spread.

The journal or boxing of the first set of wheels of the forward truck of the first-class car, was knocked off, and the pedestal or hanger broken. Had some outside force struck this part before the accident happened the axle would have been freed and the wheel swung over on the inner surface of the axle, and so have caused the wreck. That would be ample and reasonable cause, but there was still a possibility of its being a result of the wreck, rather than a cause, as the pedestal of a boxing was practically the only safeguard against the lateral motion of the truck. This particular pedestal showed the worst failure. There were marks on one of the

lect trees, being shipped
ay, having already been
ugh the Ontario Agricul-
re. About twenty-five
planted this spring, and
ll be laid out in a scheme
ich will eventually make
park.

of the scheme is three-
tect the city's water sup-
r form a civic park, and
y prove a profitable in-
the estimated cost is but
an acre for the very best
forestry plot in such close
the Ontario Agricultural
also prove valuable for
on purposes."

SUPPLIES BURNT

OLLAR FIRE IN NEW YORK.

**s of the United States
Medical Supply Depart-
stroyed—A Shortage on
of Panama May Result.**

ted Press Despatch.)
k, Feb. 4.—For the sec-
thin two years the medical
artment of the United
was burned out of its
s at West and Yeatry
he lower Westside water-
this time with a loss
timated at $750,000 and
There was no loss of
requent explosions from
of gasoline, 1,000 cases of
gallons of turpentine
uantities of alcohol made
the firemen highly peril-

rin P. Wolfe, in command
singed in one explosion.
the timely arrival of a
ny would have been burn-
The cause of the fire is

serious as the monetary
Government is the incon-
nsed to the sanitary de-
the Panama Canal Com-
consignment of medical
the canal zone, valued at
ked and ready for ship-
mong the goods destroyed,
red a serious shortage on
will arise. The only other
lly depot is at St. Louis.

ED LAND SCANDAL.

**mbia Legislature to Make
a Investigation.**

Feb. 4.—A scandal has de-
connection with the ad-
of the land laws of the
syndicate, it is alleged,
t questionable methods to
able lands contiguous to
the G. T. P. The lands
by intending settlers ap-
in reality the stakers are
never saw the district.
e syndicate, it is claimed,
office in a saloon here
to and paid one dollar and
the names of hundreds
men. The Legislature will

ally Recognized.

should feel gratified at
tion given by Royalty to

moval from the House of Lords, as at present constituted, of all power in finance matters. The scheme for a reformation of the Upper House which is attracting most attention, is that formulated by Frederick Harrison, who would make use of the Privy Council as a body of final legislative appeal.

"That body," he writes, "has an origin and historic association at least equal to the House of Lords. Every Councillor holds his title, not by inheritance or privilege, but for personal merit, high office, or service to the State. They rank immediately after the peers and their eldest sons. They are all well-known and responsible public men, of mature age and public experience. About 100 peers, or nearly a third of the body, are now Privy Councillors including nearly every peer who speaks or usually votes in the Lords. They are an eminently conservative and deliberate set of men. But any Second Chamber in this country must be conservative.

"Now, I do not say that the Privy Council, as it stands to-day, is an ideal Senate; but it is more like a true Senate than any other institution we have. It might ultimately be constituted as a Senate, limiting the total number to 300, excluding certain non-political members, and suffering each Ministry to add to the number by nominating ten or twelve new members for each year that they hold office. The body would thus gradually bear some proportion in party divisions to the length of Liberal and Conservative Ministries. All this, however, is merely a rough sketch. My whole scheme is this:—

"Give the Commons sole and exclusive bills of all kinds; whenever a fixed and insoluble difference about any other kind of bill is found to exist between the Lords and Commons, when neither House will give way let the issue be referred to a Grand Committee of the Privy Council, excluding from its members those who from their office are outside party interests; leave the House of Lords otherwise unaffected; lastly, if such a bill be blocked by obstruction or otherwise, a Liberal Ministry must resign, for it can neither legislate nor administer as things are now."

WHOLE FAMILY PERISHED

WHEN KEROSENE LAMP EXPLODED IN PITTSBURG HOUSE.

Husband Who Was Ill of Typhoid Fever, Wife and New Born Babe All Sustained Mortal Injuries.

(Associated Press Despatch.)

Pittsburg, Feb. 4.—When a kerosene lamp exploded in the home of Andrew Pacie at Walls, a suburb, early to-day, Pacie, who is 28 years of age, was lying in bed ill with typhoid fever, while his wife was in another room with their four-days-old baby. In her frantic efforts to rescue her child and helpless husband Mrs. Pacie was fatally burned. Pacie, unable to rise from his sick bed, watched the flames approach, and was not rescued until the bedclothes had caught fire. He cannot live, as his condition even before the explosion was dangerous. The baby also was fatally burned.

MILLIONS OF BIRDS

D YEARLY IN THE

THE FIRE RECORD.

ELEVEN THOUSAND DOLLAR LOSS AT SALISBURY, N. B.

Barnes & Son's General Store Burned —Loss at Colborne Heavier Than At First Reported—Masonic Hall Completely Destroyed.

Colborne, Feb. 4.—About 1 o'clock this morning a disastrous fire broke out in the house occupied by Mr. Blake Edwards. The fire engine could not be gotten into action, and with great rapidity the fire spread to the Masonic Hall, which stood a short distance to the east. This building was owned by the Masonic Lodge, the lower part being occupied as a dwelling by Mr. George Keyes. The upper part was used as a lodge room, with refreshment rooms, etc., connected. The fire then spread to an adjacent house to the west, owned by Mr. David Alger, which, with the Masonic Hall, was completely destroyed, together with barn and outbuildings. A bucket brigade was formed, and it was only by the most strenuous efforts that the fire was confined to these premises. The loss will be partially covered by insurance. The cause of the fire is unknown.

Salisbury, N.B., Feb. 4.—(Special.)—The general store and warehouse of H. C. Barnes & Son, here, was destroyed by fire this evening. Some of the contents of the store were carried out, but the heavy storm practically ruined them. Loss $11,000; insurance about $6,000.

GORDON CLARK KILLED.

Inquest Opened at Ingersoll on Young London Man.

(Special Despatch to The Globe.)

Ingersoll, Feb. 4.—At 4 o'clock this afternoon Coroner Coleridge opened an inquest on the death of Gordon Clark, the London young man killed on the Grand Trunk Railway some time this morning. The victim was twenty years old, and a son of the late Chief Clark of the London fire department, who lost his life in a fire about a year ago. He was a member of a party of Hydro-electric surveyors, and had been stopping here for several days. He boarded a freight train at Woodstock last night to come to Ingersoll, and is thought to have been killed in alighting here. The inquest will be resumed on Wednesday.

SHOT IN THE ARM.

Edward Kaliuski of Woodbridge,

from

was twisted as though the north end had fallen, but he found no marks on the wheel of the truck, which seemed to eliminate that possibility. Still, there was as much evidence favoring the dropped beam as a cause as against it. If he saw the beam he would still be undecided, because there were no marks on the wheels.

How the Rail was Spread.

The journal or boxing of the first set of wheels of the forward truck of the first-class car, was knocked off, and the pedestal or hanger broken. Had some outside force struck this part before the accident happened the axle would have been freed, and the wheel swung over on the inner surface of the axle, and so have caused the wreck. That would be ample and reasonable cause, but there was still a possibility of its being a result of the wreck, rather than a cause, as the pedestal of a boxing was practically the only safeguard against the lateral motion of the truck. This particular pedestal showed the worst failure. There were marks on one of the leading wheels of this truck which could only have been caused by terrific contact with metal. This points to the conclusion that the wheel shoved over on the axle, dropped down and spread the rail.

Some Conditions Present.

There were two conditions present to account for the derailment, the marks on the wheel and the injury to the pedestal allowing of this. The only thing lacking was the marking on the rail. But he could not say these marks had not been present. He could not conceive even of a wheel dropping to the ties and by reason of force spreading a rail out of line, without expecting to find marks on the rail. Another circumstance, not spoken of previously, was his discovery of a piece of wood lodged up against a nut on the north leading wheel of this truck. This might have been part of a loose tie lying beside the rail which might have come in contact with the boxing and cause the damage. This pedestal could have been broken by a lurch of a train running at high speed or by a truck dropping to the ties. The breaking of the pedestal would loosen the boxing, and allow the axle to swing.

The C. P. R.'s Expert.

Mr. Gutelius agreed with Mr. Keough as to the examination of the truck and the discoveries made there. Should the pedestal have failed prior to the accident, that would account for the wreck. But there was nothing to show that the failure came before, rather than after the wreck. He also agreed with the Crown's expert as to the introduction of force to spread the rail, and that this was not a case of rail or roadbed failure. The wheel would find a new position when the pedestal broke. It would not be square with the rail. Should this pair of wheels have been at an angle across the track, it would shove the rail out, and he should not expect to find any marks, or at least pronounced marks. That would be a reasonable and probable cause for this wreck. He thought the flange of the wheel, when in that position, would shove out rather than lift or climb upon the rail.

Had Worked on Several Theories.

He had been working on this wreck ever since it happened, and had thought out many theories. The broken pedestal was a new one, because the truck was missing. His conclusion was that it was the only solution of how the accident happened. "I cannot tell you of any other," said he.

Guard Rails.

Before leaving the box, Jury Foreman McLeod asked what objection the company would have to the plac-

RAIDS AT COBALT.

A QUANTITY OF CHINESE LIQU SEIZED.

Chief Burke Rounds Up the Keep of "Blind Pigs" and About Two Hundred Dollars in Fines are posed—First Local Raid in To

(Special Despatch to The Globe.)

Cobalt, Feb. 4.—(Special.)—I vincial Inspector Calbeck, and ass ants McKay and Woods found in shack near the Commercial H several cases of Chinese whiskey, confiscated it. Three Chinamen under arrest in connection with case.

Since the early days of the ca the Provincial police have been re tering convictions against blind and enriching the Provincial Treas by thousands monthly. For the time local Chief Burke and it was a decided some days Chief Burke local men quietly acqui tion. Last midnight, ac

led Press Despatch.)

Feb. 4.—For the sev-
hin two years the medical
rtment of the United
was burned out of its
at West and Vestry
e lower Westside water-
this time with a loss
timated at $750,000 and
There was no loss of
requent explosions from
of gasoline, 1,000 cases of
gallons of turpentine
uantities of alcohol made
the firemen highly peril-

sin P. Wolfe, in command
singed in one explosion,
the timely arrival of a
ny would have been burn-
The cause of the fire is

serious as the monetary
Government is the Incon-
used to the sanitary de-
the Panama Canal Com-
consignment of medical
the canal zone, valued at
ked and ready for ship-
mong the goods destroyed.
ired a serious shortage on
will arise. The only other
ply depot is at St. Louis.

ED LAND SCANDAL.

mbia Legislature to Make a Investigation.

Feb. 4.—A scandal has de-
connection with the ad-
of the land laws of the
syndicate, it is alleged,
questionable methods to
able lands contiguous to
the G. T. P. The lands
by intending settlers ap-
in reality the stakers are
never saw the district.
e syndicate, it is claimed,
office in a saloon here
to and paid one dollar and
the names of hundreds
men. The Legislature will

rally Recognized.

should feel gratified at
lon given by Royalty to
ral mineral water, radnor.
warrant graciously bestow-
Radnor Water Company
ty the King follows upon
ition by his Royal High-
nce of Wales, who, when
tour throughout Canada,
stomed to this excellent
There is no better mixer
radnor, and alone or mix-
for the fever patient it
cellent beverage.

ron's G. T. R. Shops.

n, Mich., Feb. 4.—Third
nt Fitzhugh of the Grand
way system, made a short
Huron, to-day, en route
to Montreal, and while
Mayor Bell, Mr. Fitz-
that a big addition was
to the Block I shops and
larger force of men
en employment.

ten or twelve new members for each year that they hold office. The body would thus gradually bear some proportion in party divisions to the length of Liberal and Conservative Ministries. All this, however, is merely a rough sketch. My whole scheme is this:—

"Give the Commons sole and exclusive bills of all kinds; whenever a fixed and insoluble difference about any other kind of bill is found to exist between the Lords and Commons, when neither House will give way let the issue be referred to a Grand Committee of the Privy Council, excluding from its members those who from their office are outside party interests; leave the House of Lords otherwise unaffected; lastly, if such a bill be blocked by obstruction or otherwise, a Liberal Ministry must resign, for it can neither legislate nor administer as things are now."

WHOLE FAMILY PERISHED

WHEN KEROSENE LAMP EXPLODED IN PITTSBURG HOUSE.

Husband Who Was Ill of Typhoid Fever, Wife and New Born Babe All Sustained Mortal Injuries.

(Associated Press Despatch.)

Pittsburg, Feb. 4.—When a kerosene lamp exploded in the home of Andrew Pacie at Walls, a suburb, early to-day, Pacie, who is 23 years of age, was lying in bed ill with typhoid fever, while his wife was in another room with their four-days-old baby. In her frantic efforts to rescue her child and helpless husband Mrs. Pacie was fatally burned. Pacie, unable to rise from his sick bed, watched the flames approach, and was not rescued until the bedclothes had caught fire. He cannot live, as his condition even before the explosion was dangerous. The baby also was fatally burned.

MILLIONS OF BIRDS

SLAUGHTERED YEARLY IN THE HAWAIIAN ISLANDS.

Some Islands Cleared of Their Bird Population by the Japanese — Wings Cut Off and the Helpless Creatures Left to Die Slowly.

(Associated Press Despatch.)

Honolulu, Jan. 27, via San Francisco, Feb. 4.—A million birds have been slaughtered each year for several years past in the Hawaiian Islands bird reservation by Japanese, according to Capt. F. D. Walker of the Government cutter Thetis, which effected a recent capture of Japanese on Midway Island. That island, and all others in the group, with the exception of Laysan, are said to have lost practically all their once teeming bird population. There is no evidence of any marketing of birds' skins and feathers in Honolulu, the poacher's spoils, it is said, being sold by Osaka merchants in London, Paris and New York. The bird poaching, it is believed, is handled direct from Japan. Japanese schooners, ostensibly the shark-fishing business, are frequent callers in the bird island [illegible] stretches northwest

Colborne, Feb. 4.—About 1 o'clock this morning a disastrous fire broke out in the house occupied by Mr. Blake Edwards. The fire engine could not be gotten into action, and with great rapidity the fire spread to the Masonic Hall, which stood a short distance to the east. This building was owned by the Masonic Lodge, the lower part being occupied as a dwelling by Mr. George Keyes. The upper part was used as a lodge room, with refreshment rooms, etc., connected. The fire then spread to an adjacent house to the west, owned by Mr. David Alger, which, with the Masonic Hall, was completely destroyed, together with barn and outbuildings. A bucket brigade was formed, and it was only by the most strenuous efforts that the fire was confined to these premises. The loss will be partially covered by insurance. The cause of the fire is unknown.

Salisbury, N.B., Feb. 4.—(Special.)—The general store and warehouse of H. C. Barnes & Son, here, was destroyed by fire this evening. Some of the contents of the store were carried out, but the heavy storm practically ruined them. Loss $11,000; insurance about $6,000.

GORDON CLARK KILLED.

Inquest Opened at Ingersoll on Young London Man.

(Special Despatch to The Globe.)

Ingersoll, Feb. 4.—At 4 o'clock this afternoon Coroner Coleridge opened an inquest on the death of Gordon Clark, the London young man killed on the Grand Trunk Railway some time this morning. The victim was twenty years old, and a son of the late Chief Clark of the London fire department, who lost his life in a fire about a year ago. He was a member of a party of Hydro-electric surveyors, and had been stopping here for several days. He boarded a freight train at Woodstock last night to come to Ingersoll, and is thought to have been killed in alighting here. The inquest will be resumed on Wednesday.

SHOT IN THE ARM.

Edward Kalinski of Woodbridge, Man., Died in Hospital:

(C. P. R. Press Despatch.)

Winnipeg, Feb. 4.—Bleeding from a gunshot wound in the arm, Edward Kalinski, a young farmer of Woodbridge, Man., was brought to the St. Boniface Hospital this morning. He was in such a weakened condition from loss of blood that he died at noon. The wound was caused by a gunshot. The weapon must have been very close to him when discharged, as the arm was frightfully mangled, the main artery being completely severed.

[illegible] present.

There were two conditions present to account for the derailment, the marks on the wheel and the injury to the pedestal allowing of this. The only thing lacking was the marking on the rail. But he could not say these marks had not been present. He could not conceive even, of a wheel dropping to the ties and by reason of force spreading a rail out of line, without expecting to find marks on the rail. Another circumstance, not spoken of previously, was his discovery of a piece of wood lodged up against a nut on the north leading wheel of this truck. This might have been part of a loose tie lying beside the rail which might have come in contact with the boxing and cause the damage. This pedestal could have been broken by a lurch of a train running at high speed or by a truck dropping to the ties. The breaking of the pedestal would loosen the boxing, and allow the axle to swing.

The C. P. R.'s Expert.

Mr. Gutelius agreed with Mr. Reaugh as to the examination of the truck and the discoveries made there. Should the pedestal have failed prior to the accident, that would account for the wreck. But there was nothing to show that the failure came before, rather than after the wreck. He also agreed with the Crown's expert as to the introduction of force to spread the rail, and that this was not a case of rail or roadbed failure. The wheel would find a new position when the pedestal broke. It would not be square with the rail. Should this pair of wheels have been at an angle across the track, it would shove the rail out, and he should not expect to find any marks, or at least pronounced marks. That would be a reasonable and probable cause for this wreck. He thought the flange of the wheel, when in that position, would shove out rather than lift or climb upon the rail.

Had Worked on Several Theories.

He had been working on this wreck ever since it happened, and had thought out many theories. The broken pedestal was a new one, because the truck was missing. His conclusion was that it was the only solution of how the accident happened. "I cannot tell you of any other," said he.

Guard Rails.

Before leaving the box, Jury Foreman McLeod asked what objection the company would have to the placing of guard rails at various embankments. The only objection, Mr. Gutelius said, was the cost, and that not the primary, but the general cost. Guard rails were only valuable in case of derailment, where the running gear of the train was intact.

GUELPH.

Death of Mr. John P. Hockin—Speakers at Students' Banquet.

(Special Despatch to The Globe.)

Guelph, Feb. 4.—Mr. John P. Hockin, General Superintendent of the Taylor-Forbes Company, Guelph, and former Superintendent of the Dominion Radiator Company of Toronto, died yesterday afternoon. On Sunday he attended church and visited a friend in the hospital, but he took a chill in the evening which brought on pneumonia and he quickly succumbed to the disease. For fourteen years he was Superintendent of the Dominion Radiator Company and the business was built up under him, with Mr. J. M. Taylor as Manager. Six years ago he followed Mr. Taylor to Guelph to become Superintendent of the Taylor-Forbes Company, giving

RAIDS AT COBALT,

A QUANTITY OF CHINESE LIQUOR SEIZED.

Chief Burke Rounds Up the Keep of "Blind Pigs" and About Two Hundred Dollars in Fines are Imposed—First Local Raid in To

(Special Despatch to The Globe.)

Cobalt, Feb. 4.—(Special.)—I
vincial Inspector Calbeck, and ass
ants McKay and Woods found in
shack near the Commercial H
several cases of Chinese whiskey,
confiscated it. Three Chinamen
under arrest in connection with
case.

Since the early days of the ca
the Provincial police have been re
tering convictions against blind
and enriching the Provincial Treas
by thousands monthly. For the
time local Chief Burke made a r
and it was a decided success.
some days Chief Burke has had
local men quietly acquiring infor
tion. Last midnight, accompanied
Officers Newton and Brennan,
started on a roundup, getting ev
man they wanted, excepting one w
was ill, and having procured a d
tor's certificate, he was excused fr
court to-day. The court has
closed, and it is impossible to
how many of the fines will be p
F. Ranger, J. Douglas and P.
Laughlin were remanded until
morrow. To-day's convictions w
all single charges. Paul Poirier pl
ed not guilty, but was convicted
fined $200. D. Donaldson was ass
ed $100, while the following are
contribute $150 each, and costs:
Loolis, A. Leonore, Joseph Laha
Wm. Hamilton, J. Flynn, J. Marr
The fines levied to-day, if paid,
net the town $1,200. The townspe
have always felt that the town sho
get the benefit of these fines, he
considerable satisfaction is expre
over Chief Burke's successful ventu

SUNDAY SHOWS ILLEGAL.

A Blow at Vaudeville and Moving Pictures in New York.

(Associated Press D

New York, Feb. 4.—
ville shows and moving
tres received a hard b

TATION SCHEME.

WATERWORKS PRO- TO BE PLANTED.

Commissioners to Protect r Supply of the City, and a Park—Trees Already From Germany.

(Despatch to The Globe.)

eb. 4.—The reforestation of land forming the wa- he springs giving Guelph our supply is the latest ise to be undertaken in City, through the Water ra. The land is in the Arkell, about four miles city, and a portion of it Hself, but the greater e set out with white pine tlect trees, being shipped ny, having already been ugh the Ontario Agricul- ge. About twenty-five planted this spring, and ll be laid out in a scheme ich will eventually make park.

of the scheme is three- lect the city's water sup- form a civic park, and prove a profitable in- the estimated cost is but an acre for the very best forestry plot in such close the Ontario Agricultural also prove valuable for n purposes."

SUPPLIES BURNT

OLLAR FIRE IN NEW YORK.

USE PRIVY COUNCIL

TO BREAK DEADLOCK BETWEEN LORDS AND COMMONS.

Mr. Frederick Harrison Suggests a Way of Getting Over a Difficulty—Privy Council More Like a True Senate Than Any Other British Institution.

(Special Correspondence of The Globe.)

London, Jan. 26.—It is the growing opinion of Liberal leaders that the next general election must be fought mainly on the issue of reforming the House of Lords. Many plans were presented during the late campaign, which ranged from the abolition of hereditary legislative powers to a removal from the House of Lords, as at present constituted, of all power in finance matters. The scheme for a reformation of the Upper House which is attracting most attention, is that formulated by Frederick Harrison, who would make use of the Privy Council as a body of final legislative appeal.

"That body," he writes, "has an origin and historic association at least equal to the House of Lords. Every Councillor holds his title, not by inheritance or peerage, but for personal merit, high office, or service to the State. They rank immediately after the peers and their eldest sons. They are all well-known and responsible public men, of mature age and public experience. About 100 peers, or nearly a third of the body, are now Privy Councillors, including nearly every peer who speaks or usually votes in the Lords. They are an eminently conservative and deliberate set of men. But any Second Chamber in this country must be conservative. I do not say that the Privy as it stands to-day, is an ideal but it is more like a true Senate institution we have

THE FIRE RECORD.

ELEVEN THOUSAND DOLLAR LOSS AT SALISBURY, N. B.

Barnes & Son's General Store Burned Loss at Colborne Heavier Than Hall

CAUSE OF THE WEBBWOOD WRECK.

(Continued From Page 1.)

case, expect a turned rail, but he would expect a mark on the wheel and on the rail. This unknown cause, added to speed and lateral motion, might be contributed to by the dropping of a brake beam, brake shoe, or axle bearing.

First-class Car Left Rails.

He was sure the first-class car was the first to leave the rails, and that it had led the way to the river. His examination of the leading end of the first-class coach this morning revealed the absence of the brake beam and shoe. The beam might have dropped down, as there was nothing to support it, and have caused the accident. The south hanger of the same beam was twisted as though the north end had fallen, but he found no marks on the wheel of the truck, which seemed to eliminate that possibility. Still, there was as much evidence favoring the dropped beam as a cause as against it. If he saw the beam he would still be undecided, because there were no marks on the wheels.

How the Rail was Spread.

The journal or boxing of the first set of wheels of the forward truck of the first-class car, was knocked off, and the pedestal or hanger broken. Had some outside force struck this part before the accident happened the axle would have been freed and the wheel swung over on the inner surface of the axle, and so have caused the wreck. That would be ample and reasonable cause, but there was still a possibility of its being a result of the wreck, rather than a cause, as the pedestal of a boxing was practically the only safeguard against the lateral motion of the truck. This particular pedestal showed the worst failure. There were marks on one of the leading wheels of this truck which could only have been caused by terrific contact with metal. This points to the conclusion that the wheel shoved over on the axle, dropped down and spread the rail.

Provision for a Royal Commission on technical education will be made in the supplementary estimates to be submitted to the House of Commons.

British and Foreign.

The Japanese, it is reported, have slaughtered millions of birds in the Hawaiian Islands, practically destroying all the bird life on some of the islands.

A verdict of $220,000 damages against 200 Connecticut hatmakers, who were held responsible for boycotting a certain factory, was returned by a jury at Hartford.

The Weather.

Readings of the thermometer and barometer and the velocity and direction of the wind at the Observatory were :—

THE GLOBE'S BAROMETER Feb. 4, 10 p.m.

Synopsis of Reading

	Temp.	Dew.	Bar.	Wind.
8 am	20	20.49	15 sw
noon	27	.....	...
2 pm	31	29.26	14 sw
4 pm	32	.....	.....
8 pm	28	29.20	15 sw

Mean of day, 23 ; difference from average, 3 above ; highest, 33 ; lowest, 12.

Forecasts :—Lower Lakes and Georgian Bay—Strong northwesterly winds ; fair and colder.

Upper St. Lawrence and Ottawa Valley—Strong northwesterly winds ; fair and colder, with snowflurries.

Lower St. Lawrence and Gulf—Northeasterly winds and moderately cold, with snow.

Maritime—Easterly to northerly winds and moderately cold, with occasional snow.

Lake Superior—Northerly winds ; fair and colder.

Manitoba and Saskatchewan—Fair and moderately cold.

Alberta—Fine and mild.

8 p.m.—The disturbance which was on the middle Atlantic coast last night is passing south of Nova Scotia, where snow is now falling, while another disturbance from the north is moving into the St. Lawrence Valley. The weather has been colder to-day in Manitoba and Saskatchewan, but continues quite mild in Alberta.

Minimum and maximum temperatures :—Victoria, 28-42; Vancouver, 22-40; Edmonton, 18-42; Battleford, 8-20; Prince Albert, 12-18; Calgary, 18-40; Moose Jaw, 6-30; Qu'Appelle, 6-24; Winnipeg, zero-16; Port Arthur, 10-24; Parry Sound, 14-32; London, 12-32; Ottawa, zero-26; Montreal, 20-32; Quebec, 12-28; St. John, 24-36; Halifax, 18-30.

Steamship Arrivals.

Vessel	Reported at	From
Rona	New York	Bremen
Lituania	New York	Libau
La Touraine	Havre	New York
Hudson	Bordeaux	New York
E. of Britain	St. John	Liverpool
Oceanic	Plymouth	New York

DIED.

CHARLESWORTH.—At Grace Hospital, at midnight, Feb. 4, Horatio George Charlesworth, in his 63rd year.

Funeral notice later.

Montreal. The experts of the C. P. R. and the inspectors of the Board of Railway Commissioners would conduct a most careful investigation there, where all favorable conditions would obtain, and some things impossible to learn in the open air might there be revealed.

Inquiry Was Thorough.

Mr. Drayton's inquiry into the wreck was complete and thorough. Before the inquest began absolutely nothing was known for certain that would clear up its mysterious incidents. Everything was investigated down to the minutest details, and nothing was left undone or unfinished. The railway company, for their own satisfaction, have been investigating the disaster ever since it occurred, and will not give up their inquiry until all doubt has been cleared away. The brake beam of the leading truck of the first-class coach was still in the Spanish River, Mr. Gutelius told the court this afternoon, but it would be recovered and sent to Montreal, along with the rest of the gear.

The Roadbed Good.

Mr. S. E. Reaugh gave the opinion that in this case there had been no tie failure, and that the ballast of the road was good. He found no failure of the rails, and said, regarding the possibility of a spread rail, that in no case was the gauge more than one-quarter to one-half an inch too wide, while it would have had to be two inches or more out of line before it would be a menace to the safety of the train.

He had found shims on the south track, and this had given him the impression that previous to the accident the tracks could not have been level. But there was no criticism to be levelled against the company on this point, because the roadbed could have been put out of order by engines standing there during rescue operations.

The Question of Rails.

The only possible criticism might be a rail too light for the traffic moving over it. He did not think this was the immediate cause of the accident. The only effect would be that the heavy rolling stock would tend to the continual loosening of the spikes, and a brake beam, for instance, dropping down, would cause an accident easier than on a heavier rail. So long as the surface was good, he said, a train would be as safe on a light as on a heavy rail. On this piece of track the surface of the roadbed was fairly good. Between a low and high rate of speed there was a danger point, but this point he could not positively fix, because all conditions would have to be considered. Here he saw no evidence of a turned rail, one of the first conditions expected on a spread rail under lateral oscillation. But lateral motion and speed would cause a spread rail along with other causes. He would not, in that

(Continued on Page 3.)

minute might be the Kentucky's last. The coming of the Alamo to the rescue was in response to the wireless signal of distress "S. O. S.," which is used on these ships instead of "C. Q. D." This signal was flashed in all directions this morning by W. D. Maginnis, the operator on the Kentucky, and was received by E. D. Seaman, the Alamo's operator about 11.30 a.m. It was followed by this brief message : "We are sinking. Our latitude is 32 degrees 10 minutes ; longitude 76 degrees 30 minutes, Kentucky."

Seaman ran with the message to the Alamo's skipper and a moment later the bells in the engine-room were ringing the signals that changed the Alamo's course and turned her

port News with sixteen inches of water in the vessel's hold. There repairs were made, and the ship received a certificate from Lloyds and the United States inspector at that port, saying that she was sound and seaworthy.

Notwithstanding this assurance, T. A. McLarney, formerly the night operator at the Waldorf Astoria in New York, who had shipped with the vessel when she left this port, refused to continue the voyage because his parents in Monticello, N.Y., had a premonition that something would happen. They bombarded him with messages to this effect, and in deference to their wishes he obtained a substitute operator. W. D. Maginnis, who sent out the call which saved the lives of his shipmates to-day.

C. P. R. IN VAST DEAL.

PAYMENT OF $11,000,000 FOR DUNSMUIR PROPERTIES.

Said to Have Acquired Coal Mines, Docks and Railways From Ex-Lieutenant-Governor Dunsmuir — The Details of the Reported Transaction.

(Special Despatch to The Globe.)

Victoria, Feb. 4.—Persistent rumors are afloat that the vast coal mining and allied interests of the Dunsmuirs on Vancouver Island have passed into the hands of the C. P. R. for a consideration of $11,000,000. The properties said to have been transferred include the shipping mines at Extension and Comox, the docks at Ladysmith and Union, the railway from Union to Cumberland, and the fleet of colliers. Mr. James Dunsmuir, ex-Lieutenant-Governor, is the sole surviving member of the firm of R. Dunsmuir & Sons, which for years has been trading under that name. He is a director of the C. P. R. and is said to have given that company the first choice to buy. The deal is said to include the transfer of all his large holdings save his magnificent residence and estate near Esquimalt.

Five years ago the C. P. R. acquired from the Dunsmuirs, for about $2,000,000, the Esquimalt and Nanaimo railway, and a million acres of land comprised within the grant made at the time the railway was constructed. This latest deal will put the C. P. R. in possession of all the immense holdings held by a family famous in the history of the development of this section of British Columbia.

A War Emergency Fund.

Washington, Feb. 4.—A despatch to the State Department from Consul Ollegares at Managua, states that the Nicaraguan Congress has authorized the issue of 1,000,000 pesos as a war emergency fund, in addition to the 500,000 pesos previously authorized.

STILL ON THE UP GRADE.

INCREASE IN DOMINION REVENUE FOR JANUARY.

Expenditures on Consolidated Fund and Capital Account Have Been Reduced—Dominion Owes Three Hundred and Thirty Millions.

(Special Despatch to The Globe.)

Ottawa, Feb. 4.—The financial statement of the Dominion for the month of January, and for the first ten months of the fiscal year, shows an increase of revenue for the month of $1,481,588, and for the ten months of $12,572,886, as compared with the corresponding period of the previous year. The total revenue for the month was $8,120,441, and for the ten months $81,510,522. Of the total increases in revenue $10,263,449 is credited to customs. Total expenditures on consolidated fund account for the ten months show, on the other hand, a decrease of $5,562,743, and on capital account of $9,536,574. The total expenditure on consolidated fund account for the ten months was $55,678,472, or $21,822,959 less than the revenue. The total expenditure on capital account has been $27,259,218. The total net debt of the Dominion at the end of the month was $329,589,970, an increase of $21,645,913 for the year.

WILL USE SOUTHAMPTON.

New Line of Steamers, Thought to be Canadian Northern.

(Canadian Associated Press Despatch.)

London, Feb. 4.—Sir Charles Sentfer, Chairman of the London & Southwestern Railway, has announced that probably another large line of steamers would use Southampton in the immediate future. It is believed Sir Charles referred to the Canadian Northern's line.

Still

I
ideas
archi
Femi
episo
devo
in th
tunei
tions, as
little spa
newspap
people, b
a monthl
circulatio
called u
rebuke.

It was
evidence
Empire
closely w
a smoul
lieve it o
bellows t
a conun
to argue
them of
the lax
deliberati
could ne
aids the
enforced and is held in great respect
that loyalty to the Empire and to th
Crown is inherent. It is quite beyon
their comprehension that it is poss
ble for anything in Canada, as far a
man is concerned, to be better tha
in the United States. As for Europe
Have they not bought titles, castle
and any other thing that appeals to
aired. Wi

Adjusting

Even s
glibly ta
inform s
army in
thers pa
that Bri
much fo
be taken
though
ture wit
agna Car
in a "thi
connecti
of water
North A
United S
minating
and suffe
"Get It R

The di
intervals,
pulpwood
panies a
sent. Mi
enormou
on Vanco
ping dis
people i
pletion o
time is
"But,"
we can g
The sa
tural res
ol with
iers." B
nomy wi
and take
large wi
invitingly