H. FUDGER, President. Wood, Manager.

\$16.95

classy" in th They arrive ice Thursday. of extra air cloth, green or rge mantrimmed of self.

k Petticoats \$3.49

16.95

ilk Petticoats, green, sky, pink, with deep flounce, cking and shirring; depth of flounce. Thursday \$3.49.

ling Waist, a very of clustered tucks ery; sleeves of tuck tucked back; colors navy and black. Res



ats, dresses, eta 36 s price \$1.50. ra fine weave, rich ng black; handsome ote the width. 40-price \$1.63.

Weight

Germany; rich ffon and glove vier Sedan and ats; thoroughde. Thursday,

s, for tailored suits ore select range of 0 to \$2.00.

ts first. They nomy right it o better value!

de heavy English ell assorted rangi ades, made up it single breaste dip front, fanc pockets, 3-8- incl lapels and edge

quality high-clas suits, material and heavyweigh is, rich coloring slate greys an s, with self strip! ed and finished is ork fashion, fin 20.00.

At 50c



AVENUE ROAD HILL

Choice building lot, near Upper Canada College; ideal situation for gentleman's residence; high-class surroundings. H. H. WILLIAMS & CO., 26 Victoria St., Toronto.



## Toronto World

\$100 CASH and Easy Terms. Will buy a seven-roomed, detached house; furnace, sink; lot 32 x 170; near cars in East End, thirty-five minutes car ride from King and Yonge. H. H. WILLIAMS & CO., 26 Victoria St., Toronto.

PROBS: Local gales; generally fair and mild. (TRADES)

TWELVE PAGES—THURSDAY MORNING NOVEMBER 11 1909—TWELVE PAGES

Passenger Steamers on

Pacific for Japanese

and Australian

Services.

Bay, Barclay Sound, a contract has been arranged by the British Colum-tia government with Mackenzie and

Will Seek Mail Subsidies.

Continued on Page 7.



29TH YEAR

# A RUNAWAY LUMBER CAR RAMS CROWDED TROLLEY 14Dead M. AND M. ENTER How Radial Railway Franchises RAMS CROWDED TROLLEY 14Dead M. AND M. ENTER How Radial Railway Franchises

Broke Loose at Top of Grade and Smashed Work Car to Pieces.

### VICTIMS EMPLOYES OF B. C. ELEC. RY.

VICTORIA, B.C., Nov. 10 .- (Special.) -A runaway car of lumber, crashing into a crowded passenger car filled with early morning workers on the ntemurban line of the B. C. Electric Railway Co. between Vancouver and New Westminster to-day killed fourteen men almost instantly, while many others are seriously injured, three of whom will likely die from fractured

Motorman McCorough and Conduc-tor Wiggins of the freight were ar-rested, pending the result of the in-

The accident occurred while it was yet dusk. The passenger car, the oc-cupants of which were chiefly employes of the B. C. Electric, bound for the of the B. C. Electric, both for the car building shops in New Westminster, left the Vancouver terminus at 5.30, following up an electric freight consisting of a motor box car and flat car laden with heavy timbers, the latter fifty or sixty feet long and very

How Accident Occurred. Three miles out, at the head of a grade which the freight had just climbed, the coupling of the flat car gave way, and it started backward, gaining tremendious speed by gravita-tion and momentum. The passenger car was but a quarter mile behind, and Budget Calls for Raising of was just leaving Lakeview Station when the runaway rounded the curve.
The speed of the death dealing car
must have been tremendous, for the
motorman of the passenger had not
time to move from his seat. The heavy
timbers at the moment of impact ploughed thru the passenger as a battering rem. Not a passenger escaped being crushed between the dwork and the flying tymbers. The A. P.)-The New Zealand budget pro-

run away down hill. The freight train ally in camp.

A volunteer force of 20,000 will also the car of lumber from their train, while they went to a side track to do shunting. They returned in a few min
is estimated at \$100,000, and a further the cost of the scheme is estimated at \$100,000, and a further train. shunting. They returned in a few minutes later to the main track, backed
up to the lumber car coupled and had
been pulling it a few feet when it
broke away. The brakeman and conductor tried to stop it by setting the
brakes and placing a cordwood stick
in front of the wheels, but the car
rushed on.

The wheels, but the car
rushed on.

The wheels, but the car
rushed on.

The railwaymen declared that the coupling broke, but two detectives say they found both the couplings closed

and in good order.
"It looks as if the cars were not coupled at all," their official reports add. Spectator's Story. W. Mansell, a resident of Cedar Cot-

age, who was first on the scene, says: lumber-laden car completely lemolished the passenger car, whose roof and upper works had been literally sliced off owing to the terrific impact. Half a dozen bodies lay on the ground, mutilated and disfigured, while those of others could be discerned among the wreckage. The lumber was olled on the floor of the passenger car in indescribable confusion. Not one of passengers or crew had escaped death or serious injury.

"The cries of one or two of the Russian Jew, on Strange-street, was destroyed and two children were burned from the neighborhood, began the work of rescue. We worked like Trowho was jammed under a broken seat, house while the mother was locking over which were piled the bodies of for coal along the G.T.R. tracks. She victims, whose death must have had been gone about fifteen minutes

Rescuers Overcome. lay under the wreckage. His voice was clear and distinct as he gave cries and terwards. ations how to reach him. When we located him, he was almost doubled In two with car seats and lumber piled of mind.

on top of him. He was covered with blood from head to foot and had been very badly battered."

CEMENT MERGER MANAGER very badly battered." Bumped Car Loose?

VANCOUVER, B.C., Nov. 10.—(Special.)—Another statement was made to hight on the authority of an emis understood that Frank P. Jones, genter of the partial of the Dominion Steel TER MILLINERY. ploye, and he says that when the elec-tric locomotive attempted to recouple to the lumber car, which had been left under broken the authority of all its understood that Dominion Steel eral manager of the Dominion Steel Co., has resigned to become general manager and vice-president of the be recovered and it could not merger, at a salary of \$25,000.

sales agent. Vard Holland, 1837 Keffer-street, Released Winnipeg seven years ago, leaves a wife and three daughters. Co. He leaves a widow and his preoccupation with important con- clusive. three small children.

DEAD.

R. S. LYON, 1607 East Fourthavenue, brother of Stewart Lyon of Toronto.

T. FARMER.

T. BOWLES, William-street. J. F. STEVENS and his son. W.

STEVENS, formerly of To-J. H. CROWTHER, 112 East

Smith-avenue, aged 26, recently from Holly Break, Mass, E. HOLLAND, 1837 Keffer-

GEORGE THORBURN, motorman, 1110 Oldlum Drive, leaves wife and son and two

brothers in business. A. S. WILLIAMSON, Thirteenth-

S. H. MITCHELL, 241 Kefferstreet, widower, aged 60, from Montreal ten years ago; shop

for Naval and Military

Projects.

cal option on a basis of "No license

Third is in Critical State at Hos-

pital-Blaze Started While

Parents Were Absent.

BERLIN, Nov. 10 .- (Special.)-A fa-

Russian Jew, on Strange-street, was

ed to death. Another is in a danger-

ous condition at the hospital. The children, boys, were 3, 4 and 6 years

when the house was discovered or tire

by neighbors. The firemen had a long

the second youngest died an hour af-

The cause of the fire is unknown,

and the parents are in a pitiable state

Gets the Place.

Perks Busy in Canada.

tracting work in Canada.

tal fire occurred this afternoon when

T. TUTTLE (or Turtle). HARRY SLAYTON. F. PERCHIN, 1852 East ThirdINJURED.

WILLIAM HARRIS, conductor, Campbell - avenue; fractured arm and fractured skull; con-

dition grave.

J. T. CARTY, Columbia-street, New Westminster; compound fracture of the skull; condition grave. GEORGE UNAWFORD, 508 Mc-

Martin-street, New Westmin-ster; internal abdominal injuries; condition grave. W. P. HAINES, Burrard Hotel. city; scalp wound and pelvis

THOMAS B. JACKSON, Frazer Hotel, New Westminster; ribs and chest injured. J. W. RUSSTON, 1005 Queen's-

avenue, New Westminster; fracture of shoulder bones; ELI ZIMMERMAN, Central Park; scalp wounds and compound fracture of skull.

ROBERT FORSYTH, 781 Homer-street; scalp wounds and extensive contusions of chest and back CARL W. CARLSON, 135 East

Hastings-street; severe scalp

# The most important of these will be a new fast line of four passenger steamers operated in the Japan and Hong Kong trade, and another four

Increases the Liberal Majority Both of these ocean services will make the new C. N. R. port at the Loan of \$10,000,000 to 155, Thanks to Support of Home

WELLINGTON, N.Z., Nov. 10 .-- (C. STRATHROY, Nov. 10 .- (Special.)-Duncan C. Ross (Liberal), former passenger coach was literally reduced posals include the raising of a loan member of the Ontario Legislature,

Town.

Three Coastal Lines.

the majorities	METE			
			Mac-	
		Ross.	Lauchl	r
Strathroy		. 123		
Caradoc		. 121	•••	
Ekfrid		. 41		
Delaware			1	*
Metcalfe			78	
Mosa			1 - 4	
Glencoe			36	
Wardsville			7	
Newbury			4	
Totals			9 130	
Majority	for 1	Ross 1	5.	

The results at	the ger	ierai ele	ctio
Were:			
		Ma	c-
	Calve	ert. Lauc	hlir
Strathrey		39	
Caradoc		74	
Ekfrid		20	
Delaware		6	
Metcalfe	ACCUSED TO SECURE ASSESSMENT OF THE PARTY OF		
Mosa			
Glencoe			
Newbury			
Wardsville			
warusvine		1	4
Total	1	45 13	2
The Liberals of	North M	iddlesex !	hav
munation list decided	A mot to	acontact	1:00

GREAT STORM IN JAMAICA

jans to reach the first wounded man, of age, and had been locked in the who was jammed under a broken seat. house while the mother was looking Winds and Floods Rage—Cable and Wire Service Disturbed.

KINGSTON, Jamaica, Nov. 10.-All of the land lines are down as a result "A number of those in the relief par- run, and on airlyal found the youngest of a storm that has swept this section. ty were overcome and had to leave the boy on the kitchen floor, burned to a scene. The second individual we extricated was a large man, whom we could not locate for fully ten minutes, as he lay under the second to the hospital, where the second with the second voyingest died an hour after the second voyingest died and hour a

> Cable Affected, Too. NEW YORK, Nov. 10 .- Some violent unersea isturbance, possibly an earthquake, is believed to be responsible for the interruption of cable com munication with the West Indies during the past few days. A message from Frank P. Jones of Dominion Steel Co. Kingston, Jamaica, got thru by a ciruitous route to-day, reporting the disastrous windstorm and flood

Call it a clearing up sale if you like, but it is even better than that, for it under brakes on the grade, the car was bumped so hard that its fastenCanada Cement Co., the new cement is sacrificing goods that are in season Were loosened and it could not merger, at a salary of \$25,000. to make room for those of the season recovered, and powerless to inter- Mr. Jones, who comes from Brock- to come. Dineen is sacrificing all the the train crew watched it dash ville, joined the Dominion Steel Co. as stock of splendid New York fall and winter millinery to make room for a special display of fur and fur hats. Perks Busy in Canada.

This is a splendid opportunity for you to get an exclusive design in a posi-Thos. Bowes came from Ottawa two R. W. Perks will not seek re-election tively new hat at a greatly reduced price. Dineen's millinery is always expected ago and worked for the Ottawa to parliament, one of his reasons being price. Dineen's millinery is always ex-The showrooms are at the corner of Yonge and Temperance-sts.

## Have Gripped City Streets

What will the Street Railway Company do when the street railway franchise expires? was the question asked of an authority some time ago, and the reply was that the allied companies would have as much street-car mileage inside the city then as outside of it.

No provision is being made by the Street Railway Company to pay off Will Place Fast Line of Eight its shareholders. Its bonds cover the city mileage and other property and without a sinking fund the shareholders are likely to be in a serious predicament. They are in the position of a man who has a mortgage on a building erected on a leasehold when the lease expires. If the building is run down and "ancient" the mortgage is of small account.

The street railway interests are placing their faith on radials. They have begun a campaign to get an entrance for the radials to the city centre. If they can get the city to build surface tracks for the radials and hand VICTORIA, B.C., Nov. 10.—(Special.) them over they will be satisfied. If they cannot get that they may buy a right of way and carry suburban passengers to the city ball for one force right of way and carry suburban passengers to the city hall for one fare. It is the suburban traffic that pays now. Only one-third of the people of the Canadian Northern transcontinental railway thru the Yellow Head Pass, and there by way of the Thompson and Fraser Rivers to Vanthompson and Fraser Rivers to Vant Toronto use the street cars. A large proportion of them are suburbanites. have maintained their place in the Many of these suburbanites pay two fares now for their ride. By and by monetary systems of the world as Victoria and final link to metal reaching a seaport terminus at Numakemis linal can be managed.

Huge Electric Merger. Some time ago a great \$25,000,000 electric merger company was or- and capital to recover them. ganized by the electric corporation interests of the province. Everything A mine is not made in a day. Before Mann, assuring the establishment and that any person suggested about it was denied, just as everything about the operation of a variety of new steam<sup>2</sup> recent cement merger was denied until it was no longer deniable. The ship services to act as feeders to the traffic of the new railway, and its auxiliary branches on this coast.

The electric emerger was defined until it was no longer defiable. The electric merger will undoubtedly consolidate all the big electric interests certain methods approved by the sciultary branches on this coast.

The electric emerger was defined until it was no longer defiable. The electric merger will undoubtedly consolidate all the big electric interests when they get good and ready. It is inconceivable that the big Toronto interests should be left out.

terests should be left out. It is not as well known as it might be that the Hamilton Electric interests have a right of way in Toronto. At one time His Honor Col. J. M. the early mining of values near the Gibson was a leading figure in this combination, but now, of course, he takes absolutely no interest in its concerns, except for the honorarium of surface, but the time in the history of steamer line to ply to Australia and \$2000 a year, granted to enable him to support the honorarium of surface, but the time in the history of steamer line to ply to Australia and \$2000 a year, granted to enable him to support the honorable position he which are expected to call at Honolulu, and the right of way in Toronto is from Roncesvalles-avenue to the distribution. There may be other cards to play, but it is well to remember this one after all the trumps are ration thru rock as hard as adamant.

Suva, Fiji, and probably Brisbane, out. The more the situation is studied, the more evident it is that the Optimism is an indispensable asset days in the existing Canadian-Aus- only safety the city has for the preservation of its street railway rights and in mining operations. The highest tralian service operating in connection with the Canadian Pacific Railway. franchises is to acquire the present franchise and all other necessary forms of faith and patience and courrights for the operation of a complete street car system within the city limits. So long as there are independent private companies, acting in age are called forth during the period merger or otherwise, so long will there be double fares to pay to reach the that bridges the chasm between disentrance to Barciay Sound, on the merger or otherwise, so long will there be double fares to pay to reach the west coast of Vancouver Island, their city centre, or else with independent entrances these companies will comfirst port of call and last of depar- pete disturbingly with the city on its own ground.

Suburban Traffic Paramount.

Suburban Traffic Paramount.

Suburban Traffic Paramount.

Suburban Traffic Paramount.

The suburban traffic is the profitable traffic because it is certain and unfreights, Victoria and Vancouver beling, however, the chief Canadian ports

The suburban traffic is the profitable traffic because it is certain and unfreights, Victoria and Vancouver beling, however, the chief Canadian ports

The suburban traffic and of beating the companies at their own game. The his business. He must learn to subject for the receipt and landing of cargoes. city can always meet the companies on better terms on account of the burden imposed on company traffic to pay dividends on watered stock. The his desire for returns to a desire to The Canadian Northern Company city can give service at cost, and tubes can be built and operated to serve bring his property scientifically to the

Rescuers in Dark.

As if they had been greased, the heavy timbers on the 12 inches by 12 inches for long four-inch planks, catapult-long four-inch planks, ca purpose making application to the Canadian Government for mail sub- would ever show on their balance sheets.

The naval processis involve a total refreshments of parks, cataputted the rest of a Dreadwought, and 180,000 annually, 185,000 annually, 1

The chief point of investigation by the coroner's jury will undoubtedly the coroner's jury will undoubtedly centre around what occurred to make it possible for a car of lumber to have run away down hill. The freight training and an endersation of the government as intermediates and 21, two years' compulsory training Mr. Ross on the platform declared to this coast, under orders for delivery two companies under separate franchises.

The total vote will equal, if not except that may be and visitor, and all young men, between 13 government as intermediates and are now at Marsellles, en route two companies under separate franchises.

It is not the distance that you pay for, but the privileges.

It is not the distance that you pay for, but the privileges.

It is not the distance that you pay for, but the privilege of supporting two companies under separate franchises.

The total vote will equal, if not except that of the least of the control of the government as intermediates and are now at Marselles, en route two companies under separate franchises.

The total vote will equal, if not except that of the least of the control of the government as intermediates and are now at Marselles, en route two companies under separate franchises.

The total vote will equal, if not except that of the least of the leas nolding franchises affecting Toronto. You must pay a separate fare for each franchise under which you travel. And yet you do not travel under But what has impressed me even more Simultaneously with the inaugura-tion of the Canadian Northern's new pany owns all the suburban lines, and the men who own the controlling American Oriental and American-Aus- company also control the Toronto Street Railway. Thus it is that there these enterprises is the tremendous tralasian services, arrangements are are not six companies, but one company; and that the traveler pays three amount of surface work carried on

CONTINUED ON PAGE 6.

Petty Persecutions Which Embarrass Capital in New Silver Areas—Many Miles of Trenching Done.

GOWGANDA, Nov. 7.-(By the Man on the Trail.)-The precious minerals

covery and production. A form of in-

over a wide area of country and which has revealed ore bodies that establish beyond possibility of doubt the general mineral enrichment. Miles on miles of trenching have been-done and countless veins have been uncovered. On a rough estimate the trenching done in the Gowganda district during the past summer would reach from Toronto to

The first year's operations have given the mining investors an invaluable insight as to the vein systems and the character of the enrichment of their

Montreal. On one property alone five

miles of trenching have been accom-

They are going it blind no longer. Already they have mapped out future operations in the light of what has been disclosed. Within the next five months extensive camp buildings will be erected and machinery delivered at properties whose hidden wealth has been revealed by trenching operations within the past 60 days.

Mining is Paramount.

The time has now arrived when the department of lands and mines should formulate a generous policy for this great mining country. The seeming lack of official interest and, indeed, the existence almost of official persecution, has been one of the most discouraging conditions that mining men in the Timagami Reserve have had to face. Let it be granted that the government was on the horns of a dilemma between the safeguarding of a great forest reserve and the fostering of a natural industry. The reserve was thrown open to the prospector and his discoveries led to a stampede and subsequent dovelopment which has proved that mining is to be the paramount industry

Continued on Page 9.

# I WANTS A CANADIAN"

Or trouble with the twins.

A DISTRACTED DADDY