

RESULT OF JEALOUS RAGE

Jury Find Creighton's Crime Was a Case of Wilful Murder.

A despatch from Owen Sound says: Wilful murder on the part of James Creighton is the effect of the jury's verdict on Wednesday night when the murder of Mrs. Creighton and her two daughters was under investigation.

The autopsy on the bodies only served to reveal a more atrocious attack than was thought at first. In each instance there were bullet wounds that would have caused instant death. Creighton had evidently emptied the six chambers of the revolver into the helpless victims and then mutilated them.

Dr. Dow read the statement of the post-mortem. One bullet in the body of the wife had gone in the right side of the head, above the ear, and penetrated the ear. Either the bullet wounds in the head or the gash in the throat would have caused death.

WOUNDS ON VICTIMS.

The bullet wound in the case of the elder girl entered the eye and extended into the brain, and it would have caused death. Another bullet found in the body entered the side, passed through the body and was found in the muscles of the back. The third entered at the side and passed downward. The gash in the neck would have caused death also.

In the instance of the daughter Clare the bullet wound entered at the right side and in its course would have caused death, while a stab over the heart severed all the blood vessels around the heart.

Dr. Cowper gave corroborative evidence as to the post-mortem. He then gave evidence as to Creighton's rationalism when he was found. Creighton asked for chloroform, but it was not administered. The man lying on the bed and in his conversation said that he had committed the murders at 4.40. He claimed that he had taken strychnine. Creighton said he had no intention of

killing his wife when he went into the room. He went to the kitchen and got his revolver to kill himself, and then went to say good-bye to his wife. He thought it was too bad to leave her to bear the disgrace alone.

D. A. Christie told of the selling of the revolver, in which Creighton pretended that the weapon was for another person. He identified the revolver.

TRIED TO BUY POISON.

Mr. John Parker, druggist, gave evidence of having given the prisoner some chloroform tablets on Monday afternoon, and he came back for some strychnine, which he said he wanted to use to kill a dog. He was refused.

Dr. Horsey related the circumstances as to his visit to the house of the prisoner about six o'clock on the evening previous to the tragedy.

Mr. G. P. Creighton told of having received a letter from his brother after six o'clock on the evening of the tragedy. It was written on Monday afternoon at 4.30, and intimated that it would be all over before the letter was received, and stating that he wished his wife to go to her home and he would be in his last long home. The letter contained the will of his brother.

TAKEN TO THE JAIL.

A quick and quiet transfer of James Farish Creighton was effected on Thursday from the General and Marine Hospital to the county jail. The transfer was made in a closed cab, with Chief McAulay and P. C. Foster, and Creighton is now under close guard at the jail. His remorse over the tragedy is intense and the closest watch will be necessary to prevent him from accomplishing the suicide which he unsuccessfully attempted after the tragedy. The bullet wound seems not to trouble him greatly.

TRAINS COLLIDE.

Two Engines Smashed to Pieces and Seven Persons Hurt.

Wm. Boskell, engineer, badly scalded about head and neck, and hand and arms injured seriously. M. Wilson, fireman, scalded on head and body and other injuries; serious. E. McCreary, conductor, badly shaken up and cut; not serious. H. Stone, baggage man, arm crushed seriously. W. V. Dockrill, express messenger, head cut and arm broken and other injuries; not serious. Mail Clerk Kearns, burns and cuts; not serious. Charles Munro, passenger, arm broken. John Batt tramp, badly shaken up and injuries serious.

A despatch from Owen Sound says: Such is the list of injured in the railway wreck that occurred at midnight on Thursday on the Canadian Pacific Railway at this point. The result, besides the injured, is the destruction of a big freight engine and the engine on the passenger train, the burning of the mail and express car and the wrecking of the baggage car and smoker.

The accident was a most peculiar one. Engine No. 1490, which had just arrived with a freight train from Toronto, was run up on the roundhouse siding, and Engineer Griffith had left it and gone into the office. From some cause unknown the engine, of its own accord evidently, started to back up, and started down along the track at ever-increasing speed. The night passenger express, due here at 10 o'clock, was two hours late, and as it rounded the curve at Murray's Cut and came down the grade at full speed met the runaway engine in front of the Keenan Lumber Company's mills. The impact was terrific, resulting in the wrecking of the engine and tender of the passenger train and converting it into scrap; and the tender of the runaway locomotive, which rebounded and went flying back on the rails toward town. The tender of the passenger coach telegraphed the mail and express car, which in turn splintered the baggage car back as far as the doorway.

In the mail car Mail Clerk Kearns was

caught and held fast for a moment, while the flying parcels and boxes in the express car inflicted the injuries that Express Messenger Dockrill received. Harry Stone was pinned down under a pile of baggage, and his arm was broken in a number of places. Conductor McCreary was badly shaken up and his arm broken. Engineer Boskell is the most seriously injured. He was shot through a hole in the side of the cab, and held fast until released. Wilson, the fireman, was also got out with difficulty, and both were badly cut, bruised and scalded.

TWO MEN DEAD.

Owen Sound, May 31.—William Boskell, the engineer on the passenger train which collided with the runaway engine in the C. P. R. yards on Friday night, died from his injuries shortly after he was received at the hospital.

Another death occurred on Sunday morning Robert E. Curran, the mail clerk, collapsed very unexpectedly and succumbed to the injuries which at first seemed to be little more than a fractured collar bone. He complained of the shaking up that he had received, and for a few moments after the collision occurred he was quite dazed. It was not until a few hours before he died that any serious injury was detected, and death was the result of hemorrhage and compression of the brain. He leaves a widow, whom he married less than six months ago. He came from Tecumseh and was on the Toronto-Owen Sound run about a year and a half of his three years in the mail train service.

12,000 EGGS COOKED.

Fire Does Damage in Storehouse at Woodstock.

A despatch from Woodstock says: One thousand dozens of eggs were destroyed on Friday night in a fire at Angus Ross's egg store here. The building was packed from cellar to attic with boxes filled with eggs. There was little damage to the building. The eggs were not insured.

CAPITAL OF THE FAR NORTH

Fort Churchill to Be Terminus of the Hudson's Bay Railway.

A despatch from Ottawa says: The first move in the direction of establishing a new outlet for western exports to the seaboard via the proposed Hudson's Bay route is now being made by the Government. A survey party, under the direction of Mr. Marrier, is being sent out by the Interior Department to lay out the townsite of Fort Churchill, the future metropolis of Hudson's Bay and the terminus of the proposed Hudson's Bay Railway. The future city will be located on the eastern side of the river, opposite the ruins of Old Fort Prince of Wales, and across the river from the Hudson's Bay Company trading post. Plans and drawings of the

harbor are also being prepared under the direction of the department.

The present population of Fort Churchill consists of four halfbreed families, a mounted policeman and one settler named William Beech. The latter is the only man whose home is pitched on the future townsite. He settled there with his wife before the area in question was reserved for settlement, and is, therefore, entitled to claim a free quarter section of 160 acres of city real estate.

It is expected that the Government measure providing for the construction of a railway to Hudson's Bay will be brought down in the Commons shortly.

LEADING MARKETS

BREADSTUFFS.

Toronto, June 2.—Manitoba Wheat—No. 1 northern, \$1.18; No. 2, \$1.14; No. 3, \$1.10; feed, practically none offering, nominal quotations are 70c, No. 2 feed 65c; Georgian Bay ports.

Ontario Wheat—No. 2 white, 94c to 96c outside; No. 2 held, 93½c to 94½c outside; No. 2 mixed, 93c to 94c; no goose.

Corn—No. 3 yellow, nominal at 81c to 82c, Toronto freight, but no business doing. Price too high.

Four — Manitoba patents, special brands, \$6; seconds, \$5.40; strong bakers', \$5.30; winter wheat patents, dull at \$3.50.

Barley—No. 2, 55c to 60c outside. Peas—No. 2, 92c to 93c, outside.

Rye—No. 2 scarce and wanted, 88c. Buckwheat—No. 2, 64½c to 65c.

Oats—No. 2 white, 49c to 50c outside; No. 2 mixed, 47½c outside.

Barley—\$22 on track, Toronto.

Shorts—\$25 here.

COUNTRY PRODUCE.

Eggs—New-laid, 17c to 18c. Butter—Prices have declined another cent all around.

Creamery prints 24c to 25c

Do solids 22c to 23c

Dairy prints 21c to 22c

Do large rolls 19c to 20c

Infant 16c to 17c

Honey—Strained steady at 11c to 12c

per pound, for 60-pound pails, and 12c

to 13c for 5 to 10-pound pails. Combs

at \$1.75 to \$2.50 per dozen.

Potatoes—Ontario, 90c; Delaware, \$1,

in car lots on track here.

Cheese—The new make is offering

more freely; 14c for large and 14½c

for twins, in job lots here; new make, 12c

for large and 12½c for twins.

Beans—\$1.90 to \$2 for primes, and \$2

to \$2.10 for hand-picked.

Maple Syrup—\$1 to \$1.10 per gallon.

Baled Straw—\$3 to \$9 per ton.

Baled Hay—Timothy is quoted at \$15

per ton in car lots on track here.

PROVISIONS.

Pork—Short cut, \$21 to \$21.50 per

barrel; mess, \$17.50 to \$18.

Lard—Tercos, 11½c; tubs, 11½c; pails,

12c.

Smoked and Dry Salted Meats—Long

clear bacon, 10½c, lons and cases;

hams, medium and light, 12c to 13½c;

hams, large, 11½c to 12c; racks, 16c to

16½c; shoulders, 9½c to 10c; rolls, 10c

to 10½c; breakfast bacon, 14c to 15c;

green meats, out of pickle, 1c less than

smoked.

NEW YORK WHEAT MARKET.

New York, June 2.—Wheat—Spot

easy; No. 2 red, \$1.04, elevator; No. 2

red, \$1.01½, f.o.b. afloat; No. 2 north-

ern Duluth, \$1.19 f.o.b. afloat; No. 2

hard winter, \$1.12½, f.o.b. afloat.

MONTREAL MARKETS.

Montreal, June 2.—Flour—Manitoba

spring wheat patents, \$6.10 to \$6.20; sec-

ond patents, \$5.50 to \$5.70; winter wheat

patents, \$5.25 to \$5.75; straight rollers,

\$4.50 to \$5; in bags, \$2.15 to \$2.25; ex-

tra, \$1.50 to \$1.90.

Rolled Oats—\$2.75, in bags of 90 lbs.

Oats—No. 2, 51½c to 52½c; No. 3, 49c

to 50c; No. 4, 47c to 48c; rejected, 45c to

46c; Manitoba rejected, 50c, North Bay.

Cornmeal—\$1.60 to \$1.70 per bag.

Milled—Ontario bran, in bags, \$23 to

\$23.50; shorts, \$25 to \$26.

Provisions—Barrels short cut mess,

\$22.50; half barrels, \$11.50; clear fat

backs, \$23; dry salt long clear backs,

11c; barrels plate beef, \$17.50; half bar-

rels, 8c; compound lard, 8½c to 9½c;

pure lard, 12½c to 13c; kettle rendered,

12c to 13½c; hams, 12½c to 14c, accord-

ing to size; breakfast bacon, 14c to 15c;

Windsor bacon, 15c to 16c; fresh killed

at all other dressed hogs, \$9.25; live, \$6.60 to

\$6.75.

Cheese—The market is quiet, with

westerns quoted at 11½c to 11¾c and

easterns at 11½c to 11¾c. Local receipts

to-day were 7,745 boxes, compared with

6,543 for the corresponding day of last

year.

Butter—The market is steady to-day

at the recent decline, finest creamery being

quoted at 22c in round lots and 23½c to

grocers. Local receipts to-day were 3,

065 packages, compared with 831 for the

same day last year.

CATTLE MARKET.

Toronto, June 2.—One load of very

fine steers brought as high a price as

\$6.35, and several others sold at over

\$6. Choice butchers' steers sold up to

\$5.90. The proportion of cows to the

rest of the offerings was rather small,

and the prices keep very strong. The

best specimens still demand \$4.75 to

\$5, and the common ones all the way

down to \$3.

Sheep and lambs are lower, as the of-

ferings were large, and the demand is

not so strong. Spring lambs are easier

on larger offerings, but the prices are

still high, as the quality of the major-

ity of them is not up to the mark. A

large proportion of what are offering

have not been finished up properly.

No less than 1,700 hogs were received

and in spite of the large number, the

market remained steady at \$6 per cwt,

fed and watered, Toronto.

Priceless ecclesiastical plate and other

treasures have been stolen from the

Cathedral of St. Etienne, Limoges,

France.

A rocket, which a small boy had fail-

ed to set off, exploded in a store at

Fernie, B. C., setting fire to the whole

stock of fireworks and burning down

the building.

DAM AT PORT ARTHUR BURST

Engine and Crew Plunged Into the Current River.

A despatch from Port Arthur, Ont., says: The worst disaster known in the history of this city occurred just before midnight Wednesday night, when a tidal wave of water rushed down the Current River, sweeping everything before it, causing an enormous amount of damage, and creating a wreckage which will amount to hundreds of thousands of dollars. Five lives were lost by the wreck of a freight train which plunged into a washed out track at the Current River bridge. Another man is missing.

The disaster was caused by the breaking of the dam on the Current River, used for the generation of power, owing to the abnormal height of the river, caused by the heavy rains. All the buildings in the City Park were carried away, and the power house was inundated. Two C.P.R. bridges went out with the flood, and about three-quarters of a mile of track was washed out.

When the flood was at its worst a freight train from the East came along and plunged into the swirl of waters

from the bridge. The engine and several cars were engulfed, and five men went down to death. The dead are: Joseph Seaward, engineer, of Schreiner, married. James McBride, fireman, of Fort William, unmarried. Albert Inman, brakeman, Fort William. Two unknown men beating their way on the train. Conductor Rose was severely injured, but the other train hands escaped.

The accident has completely crippled the city power plant, destroyed much property, and cut off the supply for the car system, as well as light and water. Temporary power for the local plants is being procured from the Canadian Northern, and it is expected assistance will be procured by connecting with the Kaministiquia lines at Fort William. The damage is estimated at about half a million dollars.

Passengers are being transferred across the flooded track in gasoline launches. Passenger trains are held up, including a special with steamship passengers.

MISSING MAN TURNS UP.

Long Lost Robert Orr Claims \$6,000 Left By His Son.

A despatch from Cornwall says: Robert Orr and his wife separated when they lived in Cornwall some thirty years ago, and drifted apart, the wife keeping the children. Last fall the son, Charles Orr, died in Vancouver, B.C., leaving \$6,000. This was claimed by the mother, Mrs. Alvira Orr, of 143 College avenue, Toronto, and on her affidavit the husband was declared legally dead, and a portion of the son's estate was turned over to her. Mr. Orr, however, is alive. He has been living at Ironton, Ohio, and is now in Cornwall to see his sister, Mrs. William Tackaberry, and other old friends, who easily identify him. He claims to be his son's legal heir, and is going after the money. He called at his wife's Toronto address with a view to a settlement, but she declined to see him.

EXPLODED AT WRONG TIME.

Dynamite Kills Italian Laborer at Guelph.

A despatch from Guelph says: An Italian laborer in the employ of the city met with a terrible death while blasting on Saturday morning. A charge of dynamite failed to explode and he went to ascertain the cause. No sooner had he sloped down to find out what was wrong than an explosion took place which sent him high above the trench where the excavation was being made. He was frightfully mangled and died soon after being taken to the hospital.

FIREMAN SUFFOCATED.

A Small Blaze in the City Hotel at London, Ontario.

A despatch from London, Ont., says: Fireman W. H. Secombe, assistant for man of No. 3 station, was suffocated to death in a fire which caused \$1,000 damage to the cellar of the City Hotel shortly after midnight Sunday morning. There was little fire, but lots of smoke, and after the brigade returned to the station Secombe was missed. The chief returned and found him lying dead within a few feet of the door. Mr. Arthur Somerville, and ex-Alderman Taylor, guests at the hotel, were also overcome and carried out by the firemen. The hotel was at no time in danger, and no panic resulted.

DROWNED IN BAY LAKE.

Two Swedish Prospectors Upset From a Canoe.

A despatch from Cobalt says: A double drowning accident took place last week on Bay Lake, when two Swedish prospectors for Mr. Archie Gillies were drowned while out fishing in a canoe. They were Eric Helenius, aged twenty-eight, and Otto Pyylko, aged thirty-one. They were not long out when a squall suddenly arose and capsized their canoe. Both bodies were recovered from the lake shortly afterwards, and were taken in charge by Mr. Charles Campbell, undertaker, of Cobalt. Another Swedish prospector is missing in the Anama-Nipissing region, and it is thought that he, too, has been drowned.

BLAZE AT PETERBOROUGH.

The Cereal Company's Mill Almost Wiped Out.

A despatch from Peterborough says: The factory of the Peterborough Cereal Company was badly gutted by fire which broke out about 5 o'clock on Sunday afternoon. The loss is estimated at about \$50,000 and the insurance amounts to \$35,000. The part of the factory containing the machinery was completely ruined, but the firemen prevented the fire from spreading to the elevator. A large amount of flour and breakfast foods was destroyed. The part of the building destroyed was insured for \$5,000 and the contents for \$30,000.

A SILLY TRICK.

Young Woman Threw a Box at a Horse's Head.

A despatch from Montreal says: Two girls lie at the point of death and two young men are seriously injured as the result of a foolish trick on Wednesday night. The four were out driving, and the girls were eating chocolate. When the box was empty Miss May Lockery threw the box at the horse's head, and the animal was scared and ran away, landing up against a telegraph post and upsetting the buggy. Miss Lockery and Miss Lizzie Hull had their skulls fractured, and had to be operated on at once, but there is little chance of saving their lives. Thos. Lockery was driving and is not much hurt, but Leslie Cameron was badly cut about the head.

EIGHTEEN WERE DROWNED

Fishing Schooner Run Down in the Bay of Fundy.

A despatch from Halifax says: Of the twenty men aboard the fishing schooner "Fame of Gloucester, Mass., only two escaped when the schooner went down on Tuesday night in collision with the Dominion Atlantic Railway's liner Boston in the Bay of Fundy. A thick fog which enveloped the schooner's lights was the cause of the disaster.

John Clark of St. John and Edward Pitts of Halifax are the survivors. The dead are—Captain Thomas Fay, Bernard Daley, Thomas Stapleton, Michael Welvina, Thomas Powers, sen., Thomas Powers, jun., Thomas Murphy, all of Newfoundland; William Fisher and John Roy of Nova Scotia; Michael Corner, William Bailey, Barney Cassino of Boston, and six men whose names are unknown.

The Boston was creeping along at half speed in the fog off Yarmouth, when the lights of the Fame suddenly pierced the darkness, two hundred feet from the liner's bow. When the hoarse shout of "Schooner dead ahead!" rang

cut from the fore-castle head, Captain Mackenzie sprang to the engineer's telegraph, and signalled for full speed astern, but it was too late. Before the engines had commenced to reverse, the Boston plunged into the low-lying schooner, just abaft the main-rigging, and cut her in two.

Lifelines were swung out from the steamer, but the wreck of the schooner had gone down within two minutes, and although the Boston cruised around the scene for ever an hour, only Clark and Pitts were rescued.

Pitts rushed on deck, but the vessel sank under his feet instantly, and he was carried down in the vortex. Going down he clutched a piece of wreckage, and on this finally came to the surface. He saw men dragged down all around him when the vessel sank, but when coming to the surface there were only four men left. They were all poor swimmers, and one by one they sank, after half an hour from the time the schooner was hit.