

THREE KILLED AND SCORE INJURED IN SIX WRECKS; ONE PURPOSELY PLANNED

Two Trainmen Meet Instant Death at Leaside—Toronto Conductor Loses Life at Belleville—All Wrecks Occurred in Early Morning Snowstorm.

Six railway wrecks, in which three were killed, occurred in Ontario yesterday morning and in one instance it was the result of a successful attempt to raise the wreck. This was the derailment of the Owen Sound G.T.R. train at Hanover and seriously injured a number of persons being seriously injured. Another rather serious wreck occurred on the Grand Trunk near Belleville, in which Conductor Doyle of Toronto was killed. The east-bound Wabash Express Chicago to Buffalo, was wrecked near Cayuga.

The most serious wreck occurred on the C.N.R. on the Don Valley tracks, at half past seven between St. Clair and Eglinton, and east of Woodbine ave. In what is known as the 3rd crossover from the Bay, at a point 1 1/2 miles north of East Don Junction. The track at this point is immediately on the east side of the river, and the wreck resulted in the death of two of the crew: George Thoms, fireman of Parry Sound, and John Smart, brakeman of Mount Albert, both instantly killed.

Two wrecks of a less serious character also occurred on the C.P.R. Two engines collided in the yards at Guelph and Conductor Reed of Guelph was seriously injured about the head. A C.N.R. passenger train collided with a freight at Webbwood, on the "So" line of that road, and the conductor of the passenger train was seriously injured. A number of the passengers also sustaining injuries.

C. N. R. Official Statement. The official statement of the C.N.R. which was issued by the Canadian Northern Railway yesterday, and is as follows:

Engine No. 2148, of northbound way freight train of this date, was derailed just south of mile post 8, from Union station, on the 3rd crossover from the Bay, at 7:15 this morning. Ice on the rail apparently derailed the pony truck of the engine, and as soon as the front of the engine left the rails, the weight of the train apparently pushed the back of the engine forward, so as to cause it to collide with the ground, and it is now lying on its side in the cutting, headed south. In falling, the engine did not quite clear the track, but the tender ran on its side and being derailed, but the next two cars were derailed by coming in contact with the running gear of the engine. There were three men on the engine: engineer, fireman and leading brakeman. The engineer, James Scott of Parry Sound, was rescued practically unhurt, although suffering from shock. The fireman, George Thoms of Parry Sound, was caught underneath the engine and was killed instantly. The brakeman, John Smart of Mount Albert, fell between the engine and tender, and was crushed underneath one of the trucks of the latter. His death must have been instantaneous. The engineer states that the train was moving at 15 miles an hour, and the position of the equipment would indicate that this speed was not exceeded. The train consisted of 17 cars and van, and in charge of Conductor R. Lunn. Rear-end brakeman was H. C. Scott. These men were in the van and were not injured. Assistance was rushed to the scene of the wreck, and the engine and tender were derailed to the York Road at Richmond Hill.

This Wreck Planned. The wreck of the G. T. R. Owen Sound train at Hanover was planned. A piece of steel plate about two feet long and a foot wide was placed across the rail, and fastened underneath by means of some plank. The train No. 6, coming from Owen Sound to Toronto, and travelling at 30 miles an hour, at 7:32 a.m., crashed into the obstruction and the rear end of the train, consisting of four passenger coaches, was being hauled by two engines, No. 2996 and No. 2294; and the engine was turned completely over. The train was derailed just opposite to the direction in which the train was headed. As a result of this the train derailed and the engine and tender were derailed to the York Road at Richmond Hill.

Trucks Blocked All Day. The truck was blocked all day p.m. and started shortly after 5 a.m. in the direction of Toronto, and also between there and Owen Sound. Detectives have this matter in hand and are following up rigorously such clues as are left to work on.

Toronto Man Killed. The Grand Trunk wreck near Belleville occurred shortly after 5 a.m. in a blinding snowstorm and was a rear-end collision between two G. T. R. freight trains, both trains being east-bound. The forward train was standing still at the time and the engine of the second train plowed its way through the conductor's van. Conductor Robert A. Doyle, 143 Bathurst street, was instantly killed and James McMurray, a brakeman, who was in the caboose with him, suffered internal injuries. He was removed to the Belleville hospital. An inquest will be held at Belleville, after which the body of Conductor Doyle will be brought to Toronto for interment.

Chicago to Buffalo, was derailed near Cayuga at 7 a.m. yesterday. The five cars composing the train jumped the track and slid about a dozen feet down an embankment to the side of the tracks, and it is considered miraculous that a number of those on board were not killed. The list of those injured is as follows: Ed. Evans, porter, Danville, Ill., back and head hurt, scalded. J. T. McKellar, Windsor, rib broken and bad scalp wound. Mrs. Emerson, Dorsey, Neb., leg and back injured. B. A. Watts, porter, Chicago, head cut, back and side hurt. T. M. Stewart, Rochester, N.Y., back hurt. Mr. and Mrs. A. J. Kendal, Bridgeburg, Ont., bruised. Mrs. Marie Flisk, Chicago, badly shaken up.

J. J. Goff, Utica, N.Y.; L. E. Shortt, Buffalo; Prof. Kashlan, Troy, N.Y.; E. B. Harton, Buffalo; Mrs. L. D. Morris, Chicago, and L. C. Osborne of Simcoe, Ont., were also slightly hurt. Half a dozen other passengers aboard the train were injured, including Mel Shepard, the I.A.A.C. athlete, of New York, and Olympic champion, who was badly shaken up. He was returning from Kansas City, and had a newly-won trophy in his pocket.

SCORE HURT IN CAYUGA WRECK

Wabash Express Bound for Buffalo Left Tracks—Escapes Miraculously.

HAMILTON, March 3.—Spreading rails are blamed for the wreck of the Wabash express shortly after 7 o'clock this morning, a few miles east of Cayuga. The train, bound from Detroit for Buffalo, was speeding forty miles an hour, when five coaches suddenly left the rails, rattled along over the ties for a short distance and then toppled sideways over an embankment of 20 feet. There was over a hundred passengers on the train. Fully a score were hurt.

Members of the train crew rushed back to Cayuga and summoned all the doctors in the town. The injured were taken back there and cared for at the Cameron Hotel. Those who were able to proceed were taken to Buffalo on a special train, while the more seriously hurt remained behind. The injured.

The worst injured are H. H. Hamilton of Chicago, who was on his way to Buffalo. He is suffering from a fractured leg, severe cuts about the head, and his brakeman, McKellar, also of Detroit, is seriously injured internally.

BIG ENGINES IN COLLISION

Locomotives Derailed at Guelph But Trainmen Escaped Almost Scathless.

GUELPH, Mar. 3.—(Special.)—Luckyly the air brakes on engine No. 2455 worked ok this morning. Engineer Sam Anderson was at the throttle, heading a heavy freight train through the local C.P.R. yards, when suddenly out of the storm, the yard engine loomed just east of Hefferman street bridge, and the engines pitched into each other at a terrific rate. The smash came just east of Hefferman street bridge, and the engines pitched into each other at a terrific rate. The smash came just east of Hefferman street bridge, and the engines pitched into each other at a terrific rate.

HOMESTEADERS DECEIVED

Continued From Page 1.

board of railway commissioners, as he was powerless to act in the matter. Mr. Turfitt stated that there was a company holding a charter in his constituency which had only built a mile or two of grade each year. They did this to keep other companies from starting up opposition road.

"It is a most aggravating state of affairs," declared Mr. Turfitt heatedly. "Nationalizing Telegraphs." Mr. E. H. MacDonald, Picton, N.S., when the clause referring to the company was reached interjected a vigorous opposition to the bill. He declared that the present government had made the nationalization of telegraphs the last election. He asked the prime minister what the government intended to do about that matter.

The prime minister replied that he would not state the government's policy in regard to the matter while the bill under discussion was before the house. Mr. MacDonald: "I am sorry that my friend from Toronto, Mr. W. F. MacLennan, is not here. He might indicate the prime minister to make a statement."

After some further discussion the bill was allowed to stand. Late Treasurer's Estate Modest. Col. Matheson, shows that his estate was \$5,198 in bank and factory stocks and real estate. The estate is divided among twenty-three persons. The bulk of the property is left to Col. Matheson's eldest and youngest sons. Provision is made for putting a certain glass window in St. James' Church, Perth, to the memory of the late Col. Matheson.

DOYLE KILLED IN REAR-END SMASH

Victim of G. T. R. Collision at Belleville Formerly Lived in Toronto.

BELLEVILLE, March 3.—A rear-end collision occurred at 6:45 this morning in the G. T. R. yards here, resulting in the death of Robert A. Doyle, formerly of Toronto, and injuries to Brakeman James McMurray, also of Toronto. Doyle was conductor on the forward train, and was in the van when the engine from the freight train following crashed into it. Doyle was instantly killed, his head being broken and his body badly crushed. McMurray was taken to the hospital here, but is not seriously injured. Escaping steam from a passing engine is alleged to have been the cause of the collision. The van was broken into splinters.

An inquest will be held. Robert Doyle was transferred to Belleville from Toronto on Sunday night. He leaves a widow and four children.

HIS LANDLADIES GAVE HIM MONEY

Police Think They Have Near Nobleman Who Worked Cheque Game.

By the arrest of Arthur Francis last night, the city detectives believe they have apprehended another of the "fast" noblemen who have for the past six months been victimizing suitable landladies. Francis is alleged to have existed on money which the duped women gave him. His trick was to go to a house, rent a room and order a cheque, explaining as he did so that the banks were closed. The cheque in every case would be for a larger amount than necessary, with the result that Francis received the difference in cash. Detectives Mitchell and Cronin took Francis into custody last night. There are three charges against the accused. He is said to have swindled Mrs. Walsh out of \$3; Mrs. Egan, \$1; Shuter street, \$10, and Mrs. Mackenzie out of \$10.

YOUNG CATCHERS ARE NOW IN BIG DEMAND

New Generation is Now Coming to the Top—White Sox Have Many.

A new generation of great young catchers has arisen within the last two years, and of this group the Chicago White Sox have the best combination. One by one the old batters are being displaced by the new. Time, and the box scores which showed Frank Ewerman, John Kling, Malachi Klittridge, Jack Warner, Billy Sullivan and Roger Bresnahan are becoming memories. Sullivan and Bresnahan are the last of the old school still in the big ring. Kling is out of the game. Ewerman has slowed to a push-cart pace. Bresnahan is still a good catcher, but his reputation now rests as much on his ability as a manager as on his backstopping skill.

Coming to the newer class of catchers, those who are underlings to the stars a few years ago, there are Gabby Street, Charlie Schmidt and Jimmie Stephens, who have a few years more, but in the minors. Archer of the Cubs, Sweeney of the Yankees, and a few others represent the mature stars of the present time. Every big league club has been loading up with young and experimental catchers for the last two years to be ready to fill the places of the fading veterans. Schang and Marcopode, a peculiarly alliterative pair, were in great demand last year. The White Sox landed the Milwaukee star and Connie Mack secured Schang from Buffalo, a youngster who made a great reputation in the International League, and for whom nearly every major league club was bidding.

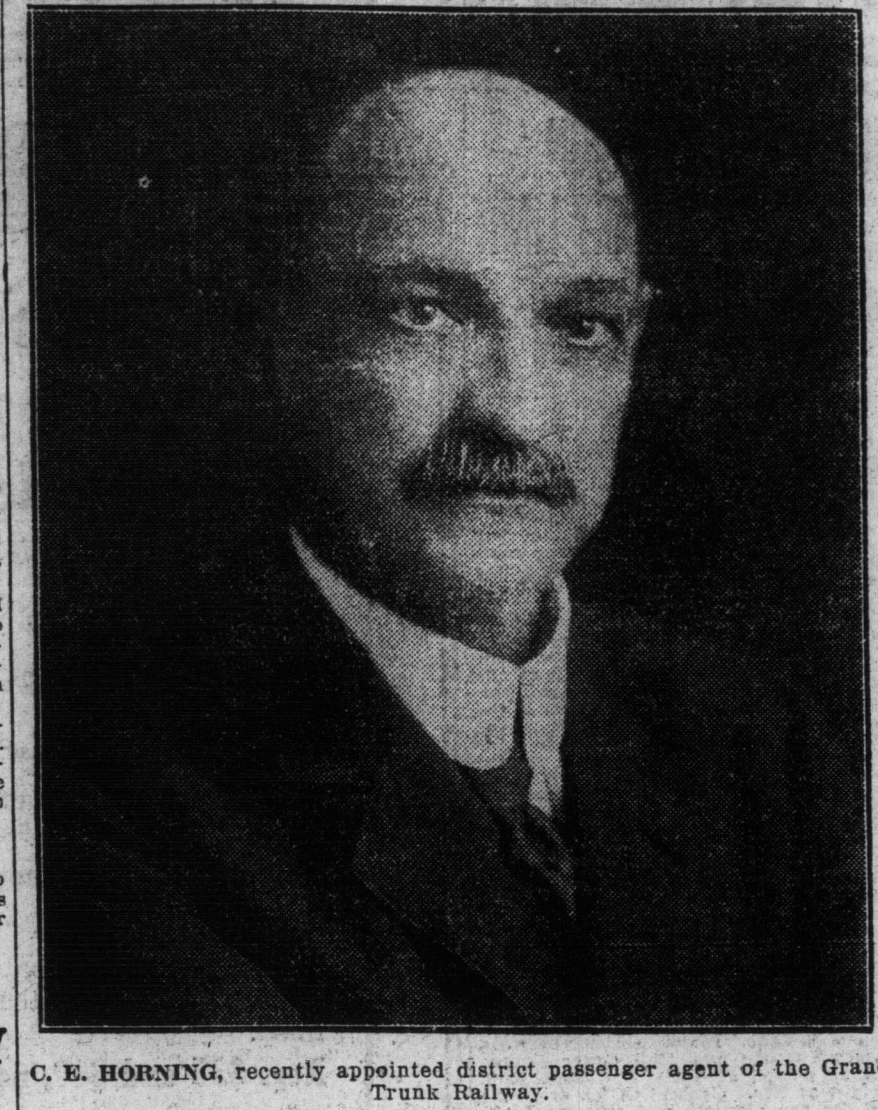
Oscar Stange, regarded as the pick of American League catchers, still has a few years of good service ahead of him and has not reached his top possibilities. Cady, of Boston, was a fine player last year and is likely to make a better record this year, judging from his last season's performances. The Chicago Americans apparently have a corner on the first-class youngsters. Comisky has Schack, Kuhn, Ewerman and Sullivan. Kuhn has shown that he had good stuff and is a steady receiver. Schack will improve with experience. He is a good man now. Easterly, a former Nap, is famous more as a pinch hitter than a catcher, but a heavy hitting catcher is one of the most desirable assets in baseball.

Sullivan is as valuable to the team as the he were taking his regular turn behind the bat. His experience in coaching young pitchers and catchers showed up in their development last year.

HUGH MACROQUODALE DIED WHILE ON VISIT

REVERE, Mass., March 3.—Hugh Macroquodale, a leading Canadian, died suddenly at Revere Beach, aged 71 years 5 months and 5 days. He was a native of Toronto and had lived most of his life there. He was a member of Ashlar Lodge, A. F. & A. M., No. 247, G.R.C. of Toronto, Ont. When not in Revere, he spent his leisure time in Falls View, Ont. He has relatives living at Toronto, Fallview and Montreal. Revere Beach, where Mr. Macroquodale passed away, is the Coney Island of New England. Boston's famous pleasure resort. Mr. Macroquodale maintained a summer home near the beach.

NEW PASSENGER AGENT



C. E. HORNING, recently appointed district passenger agent of the Grand Trunk Railway.

EAST SIDE ANNEXATION

Leaside, Todmorden, The Plains and Other Parts Ready to Come In—Meetings Proposed in Various Sections.

The people living in York Township, north of Danforth avenue and east of the present city limits, are discussing the negotiations for the annexation of the Leaside subdivision of the Canadian Northern Railway, lying north of St. Clair and between Bayview and Leslie streets, and extending half a mile north of Eglinton avenue. Those who are immediately north of Danforth avenue and who are in need of water and sewers think the proposition would be a favorable opportunity for the annexation of that portion of the Leaside subdivision of the Canadian Northern Railway, lying north of St. Clair and between Bayview and Leslie streets, and extending half a mile north of Eglinton avenue. It all ratified by one act of the legislature this session. Could Deal With Car Service. The question of street car service for those in that eastern portion of the city as well as of the Leaside subdivision, also be dealt with at the same time. While the inclusion of this territory would add considerably to the area of the city it would also add enormously to the city's assessment, and there is every reason to believe that annexation and a reasonable tax rate would provide taxes sufficient for the municipal improvements that are urgently needed. Meetings are Suggested. It has been suggested that meetings to consider the subject be held in Todmorden, in the Newmarket race track building, and the Plains school house. If annexation takes place the 200 acres owned by the Rectories trust for the Church of England will immediately be placed on the market. In fact about 1500 acres will be available for subdivision at fairly reasonable prices this summer if the annexation should take place. The first requisite is water and drainage, and after that street car service. All these could now be attached to the existing city systems merely by extensions and without any extraordinary expense.

SCRAMBLING FOR TRESTLE SERVICE

Rival Steamship Companies Take Steps to Meet Active Competition of C. P. R.

LONDON, March 3.—(C.A.P.)—The North Atlantic shipping "pool" apparently doesn't think it has sufficiently checked the ambition of the C.P.R. by establishing an Austro-American service with Canada. It is now stated on the authority of The Berliner Tageblatt that the Hamburg-American Company has applied and has practically obtained the sanction of the Austrian Government to run a line from Trieste to Boston, and that the North German Lloyd is petitioning for a concession for the Trieste and Buenos Ayres line. This shows that the Canadian ambition is affected by wider circles than was originally thought of, and the paper adds: "The position of the C.P.R. may be slightly endangered by the combined efforts of the pool against the steam company's scheme."

TORONTO BOY HURT SPARROW SHOOTING

Allan Davidson in Brockville Hospital With Bullet Wound.

BROCKVILLE, March 3.—(Special.)—With a .22 calibre bullet in his abdomen, Allan Davidson, a Toronto youth, lies in the General Hospital here in such a serious condition that his recovery is very doubtful. Young Davidson was visiting at the home of Alfred Church at Spring Valley. The two lads went out shooting sparrows. When Church took a shot at some birds near the corner of the barn, Davidson appeared, receiving the bullet. Medical attendances was secured and the injured youth brought to Brockville.

MULTI-FAMILY HOUSE ENQUIRY

Committee Will Report on Apartments—Old Folks' Home.

WANT HUMBER LANDS Estimates Will Come Up Next Week and Be Put Thru in Fortnight.

Much discussion was given in the property committee yesterday afternoon to the proposed amendment of the building bylaw to provide against housing too many people in tenement and apartment houses. By a vote of 5 to 4 it was decided to refer the matter to the housing committee to report upon the practical and comprehensive amendment. Property Commissioner Chisholm reported that the sale of produce from the Industrial Farm from last June 1st to Dec. 31 brought \$890. He submitted elevation plans for an old folks' home, the two buildings to cost \$100,000 and \$84,000 respectively. Plans for a dining room, kitchen, etc., for the farm were approved.

An account of \$10.25 for mineral water for the mayor's office made Ald. McBride wrathful, and he put thru a motion that hereafter all civic officials drink city water or pay themselves for any other brand they drink. Held Bathurst Land. Assessments Commissioner Forman recommended that the site purchased on Bathurst street for an isolation hospital be sold by tender. It was decided to retain possession of the land.

Parks and exhibition committee made the following recommendations: That the board of parks be requested to negotiate with the government for the patents for the two islands forming a part of the Humber boulevard plan. That a boat house be built at Kew Beach to cost \$5000. The estimates are to be taken up on Thursday evening. Get All Humber Lands. Parks Commissioner Chambers was instructed to arrange with Home Smith for possession by the city of all the eastern bank of the Humber River, from Queen to Bloor street. There being small portions not included in the original gift. Mayor Hocken states that the estimates will be taken up next week, and he expects to get them thru in a couple of weeks. At present Toronto has in isolation all cases of smallpox in the form, all taken from a small area.

CONTROL ALL THE BANKS OF HUMBER Parks Committee Approves Mr. Chambers' Suggestion—First Work This Year.

WOMEN MAY GET VOTES

Big Deputation of Suffragettes Succeeds in Senate, But Lower House is Less Obliging.

INDIANAPOLIS, Ind., March 4.—(Can. Press.)—Woman suffrage in Indiana today won a victory when after more than 600 women marched to the state house, swarmed on the floor of the senate and argued their cause with correct legislators, Senator Grube, unable to withstand the pleas, introduced a joint resolution to amend the state constitution to grant women full suffrage. From the senate tonight the women went to the house of representatives and stopped proceedings while they made their pleas. Here, however, they were less successful than in the upper house, for, but little attention was paid them. The women who ask that the state constitution be amended so as to strike out the word "male" in the clause prescribing qualifications of voters, first found Gov. Raisin upon entering the state house. A few minutes later the state's executive was adorned with a large badge upon which was printed "Votes for Women."

YOUNG WOMAN HURT SERIOUSLY ON SLIDES

Clara Cox Struck by Toboggan on Grenadier Pond.

When the toboggan on which she was riding struck another toboggan at the foot of the High Park slides, 1839 High Park, Clara Cox, aged 18, was seriously injured. She was taken to the hospital, and the next toboggan struck them. The girl was attended by members of the St. John Ambulance Corps, and found to be suffering from internal injuries. She was taken to her home at 291 Clinton street.

ANOTHER SHOW FOR EXHIBITION GROUNDS

An offer of the Electrical Exhibition Association of \$50 per day and ten per cent. of the box receipts for the use of the horticultural building at Exhibition Park, from June 28 to July 5, was approved by the parks and exhibition committee yesterday afternoon. The association is to pay for electric insurance, and also the salaries of ticket sellers, caretakers, etc.

KEPT POWER ON IN FACE OF RULE

Lineman Killed Thru "Absentmindedness"—Foreman Ordered Current Off But Supply Kept On.

Someone was to blame that the power on the hydro-electric line was not shut off a week ago Sunday when Albert Davis, a lineman, was killed. There is a rule of the hydro-electric system which states that the power must be cut off all lines near which work is being done when a request is made by the line foreman.

At the inquest in the morgue last night Alex. Johnston, the line foreman of the gang with which Davis was working on Carlaw avenue, stated that he asked that the power be cut off the high voltage wires, but this was not done. He says that he warned the men that the power had not been cut off the wire which carried 15,000 volts, when he was told by his foreman, Daniel Flynn, that the Glass Company needed the power to run a blast furnace. Johnston also spoke to Manager McCallum of the sub-station about the shutting off of the current, and said: "If it is necessary to shut off the power on Cherry street" where they had been working previous to going to Carlaw avenue "why not on Carlaw avenue?" This was about forty minutes before the fatal accident in the course of a conversation over the phone.

Daniel Flynn said that Johnston had asked him that the power be cut off, and he in turn asked Smith, who told him that it could not be done. When asked as to how he thought Davis came in contact with the wire he said, "I think it was a piece of absentmindedness."

When Jeffrey T. Smith, the general superintendent of construction, was questioned as to why an exception was made in this case and the power not shut off the line on which the men were working, he stated that he took the matter up with Mr. Jacobs in the business department of the hydro-electric system, who said that they did not wish to interfere with the operation of the Glass Company. Also he tried to see Mr. Swany, the general manager, on the day of the accident, but could not. He stated that he has no authority to cut off the current from a line and must be authorized by the manager. The inquest was adjourned till next Monday night.

WILL ALLOW C. N. R. TO COME DOWN DON

But There Must Be No Level Crossing at Winchester Street.

GORDON HACKETT IS TAKEN INTO CUSTODY

Youth Who Had Constable Dismissed, Disorderly

It is not probable that the city will oppose the plans of the Canadian Northern to reach their yards on Eastern avenue by running a line down the east side of the Don River and bridging below Queen street. Any practical means by which freight yards and team tracks are increased in number, thereby saving cost of team haulage, thereby saving cost of consideration. How the extension of the C. N. R. will have access to Winchester street and the C. P. R. tracks at that point is not shown in the plans for reaching the Eastern avenue yards. The city will not consent to crossing at grade, at Winchester street.

HAMILTON HOTELS HOTEL ROYAL

Largest, best-appointed and most centrally located. \$3 and up per day. American plan. edit

THE WORLD CUT OUT THIS COUPON

SAVE THIS COUPON 100 Lessons in Business Offer Good For Short Time Only

Twelve consecutive Coupons and 77c entitles you to this book.

If by Mail, send 7c extra for postage. Now Being Distributed by The Toronto World.

Tuesday, March 4

HOW who is the other here you ever pub- separate business are the author ed. This these and se, 20 years th ed and recom- physicians. For s, Dr. Martel's our druggist. OO ARD that will lead whereabouts of us suffering from Fits, Skin Dis- Genito Urinary onic or Special cannot be cured. Medical Institute, et, Toronto. r. McPherson ful- Donald Fraser, east given during and made a suit- ists directly in Wilcox Hall, to discuss city tion was unan- an electric road- been appointed to mission at the day. Among the loox (chairman), Barnaby and Mr. IN ONE DAY to Quinine Tab- and money if it GROVE'S