tuers were dragging their less fortunate leflow-passengers from among the debris. The engineer and fireman had jumped, ustaining severe but not dangerous injuries. The cars to the rear were safe, and long before any outside help was secured the bulk of the dead and in-

continued from page 1.)

Conn, of Heathcote, a couple who had been married only the day before. They were the glow-passengers from among the debris. The engineer and fireman had jumped, ustaining severe but not dangerous in uries. The cars to the rear were safe, and long before any outside help was secured the bulk of the dead and in ured were recovered.

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News of the terrible disaster which had overtaken the Exhibition special at the horseshoe curve reached the C. P. R. officials in Toronto at about 10.30 yesterday forenoon in the briefest possible form, the short message coming from Mono Road station and being absolutely devoid of all details. The wrecking train, fitted with a huge crane for the lifting of the cars, was at once despatched, and accompanying the grew were shaw, trainmaster. At the time they started it was impossible for them to know the extent of the disaster, the engine in its wild plunge from the track having carried away the telegraph and telephone wires. Relief trains with norses and doctors, were despatched from both Toronto and Orangeville, arriving on the scene at 11.30. The doctors had their hands full. In six cases, however, their aid could be of no avail, but they had fourteen serious ambulance cases to deal with and a whole host of minor injuries to attend to. Their work was accomplished with celerity, and at half-past I both trains were able to pull out with their freight of crippled and maimed.

Scene of the Accident. Scene of the Accident.

Scene of the Accident.

A railway man said that there was only one other like it in Canada—, the Rocky Mountain loop. Originally this piece of road was built by the old Toronto, Grey & Bruce Railway Company, and it is many years since the old narraw-gauge track was taken over by the C. P. R. About a mile in length, the curve is almost exactly the shape of a horseshoe, the extreme ends being about lifteen or sixteen rods apart, while one end of the section is fully one hundred feet lower than the other. It was at the centre of the shoe that the wreck occurred, and after hearing the stories of passengers as to the rate at which the train was travelling, and seeing the mass of splintered wood and twisted ironwork that once composed five coaches and an engine, the first thought must be that nothing short of a miracle prevented the death roll reaching proportions which no words could adequately describe. The train when it pulled out of Orangeville was full, but not excessively crowded. Every passenger had a seat, so that it will be apparent that there were about 400 persons on board. The train had been late in pulling out of Markdale, and was still an hour behind the scheduled time when Orangeville was reached.

Saved His Life.

How strenuous had been the efforts of Saved His Life.

How strenuous had been the efforts of Engineer George Hodge to make up time is best told by the words of one of the passengers. David McCallum, of Shelburne, who left the train at Orangeville. He was travelling in the fifth car with the unfortunate-Robert Carr, and speaking of the occurrence he said: "She was the unfortunate-Hobert Carr, and speaking of the occurrence, he said: "She was going too swift for me. Once before we got to Orangeville I was flung across the car into a man's lap. I left the train of the control of the control of the control of the control of the wouldn't." Yet another passenger, William Shepherd, who was sitting with another of the killed, A. Thurston, in the smoker at the time the wreck occurred, heard Conductor Walt. Grimes say, on having lost time, that twenty-five minutes had been made up since leaving Markdale. five minutes had leaving Markdale.

Eye-witnesses.
Two spectators, George Baxter and 'Allan McLeask, whose homes are situated within a stone-throw of the scene, witnesed the disaster. Both speak of the high rate of speed at which the train was running, and the appalling suddenness with which disaster overtook it. McLeask was standing in front of his house when he saw the engine shoot from the track, plough its way a few yards into his neighbor's field, and then the five following cars come pitching and are pitching at an epitching at the core it finally settled on its side saved the lives of Engineer Hodge and Fireman Herbert Martin, both of whom reside at Toronto Junction, for they were flurements.

way through the first car, a composite baggage and smoker, and knocking it to flinders, turned turtle.

and car turned turtle also and The second car turned turtle also and hay at right angles to the track. The third lay partly upside down, and partly on its side, looking as if its two ends had been gripped by giant hands and twisted in opposite directions. The fourth car, partially telescoped, was still on the tracks. The fifth was ditched. The sixth was slightly damaged, while the seventh escaped entirely, and was returned to Orangeville.

Miraculous Escapes.

With cars reduced to match wood and passengers pinned down by the wrekage, there was cause for thankfulness that fire did not add to the horror of the scene. Some of the escapes were miraculous. Sitting, as already stated, in the smoker was A. J. Shepherd, of Walker's Falls, with his hired man. Thurston just before the smash remarked, "We're going over-swift for me." to which Shepherd replied, "It's all right, John, you hang on; these men know the road better than we do." The next instant chaos reigned, and Thurston was instantly killed, while Shepherd found himself lying with his body all but under one of the wheels of the coach. The wheel had protested him from falling wreckage, but a difference of three inches and it would have crushed the life out of him. Miraculous Escapes.

es and it would have crussed the me out of him.

Still more marvellous was the escape of R. A. Jelly of Shebburne, who was travelling by the train, accompanied by his wife and daughter, a tiny tot of two years old. They were in the fifth coach, and when it settled down bottom up there was not a single seat in the whole car that had not been smashed. Mr. Jelly found his wife and baby in the baggage rack, only a slender new chain which the hady was wearing being broken, while none of the three had the alightest scratch, and, opening a window, all three were able to slip out.

On Their Moneymon.

Not so fortunate were Mr. and Mrs.

(Continued from page 1.)

An Official Statement.

An Official Statement.

General Superintendent Osborne returned to the scene of the wreck at about 8.30 and was then accompanied by Mr. Fairbairn, the company's engineer, who had come from Toronto for the purpose of examining the track and rolling stock. Mr. Osborne said: "Mr. Fairbrain has examined the track and rolling stock. I have the reports of the heads of departments who have charge of these matters and I have made an examination myself. There is nothing wrong to be found, and from the look of the cars the only cause for the wreck was excessive speed."

Searching the Wreck.

Earlier in the day District Superintendent Smith had wired to his chief, saying that he could see no apparent reason for the wreck. The work of clearing the treat was delayed by the fear that son for the wreck. The work of creating the track was delayed by the fear that among the wreckage there might be some more victims. Instead of the care being more holes below off the track they turned holus bolus off the track they were thoroughly searched one by one, owing to a rumor that a woman and a child were missing. Before the District Superintendent left, however, everyone of the ditched cars had been lifted and searched from end to end without any gruesome discovery being made to add to the line of poor, battered, white-sheeted figures that lay beneath the shadow of one of the wrecked coaches. The Coroner's Jury.

The inquest on the victims was formally opened by Coroner Dr. Samuel Ellison at Baxter farm, the jury being Alick McLeask (foreman), John. Fergusson, Thomas Grey, Charles Judge, William Warnoch, Thomas Sweeney, Christopher Cranston, Lames Rutherfurd, Geo. At-Warnoch, Thomas Sweeney, Christopher Cranston, James Rutherford, Geo. At-kinson, Daniel Harrigan, Daniel Hanton, Rev. Stanley Robinson, and Peter Bax-ter. The jury viewed the bodies, which were identified, and afterwards examin-

were identified, and afterwards examined by Dr. J. Graham, of Mono Road. Afterwards the inquiry was adjourned until the 10th inst, when it will be reopened at Hanton Hall, Caledon, at 11 o'clock in the morning.

The wrock yesterder was the third which the horseshed cirre has claimed in three weeks. The first was that of a freight train, which was ditched, while the second was that of the auxiliary which went to its assistance.

VICTIMS IN TORONTO.

Richard Bell Passed Away in Western Hospital.

Toronto, Sept. 4.—Between 35 and 40 Toronto, Sept. 4.—Between 35 and 40 of the people injured in the wreck of the Canadian Pacific train from Markdale were brought into the city yesterday afternoon in a special train. They were all taken to the Western Hospital, where their injuries were attended to. In quite a number of cases these injuries were found to be slight, and the patients left after their wounds were dressed. One death, however, occurred at the hospital.

into his neighbor's field, and then the five following cars come pitching and twisting with terrible crashes afterwards. The pitching of the engine before it finally settled on its side saved the lives of Engineer Hodge and Fireman Herbert Martin, both of whom reside at Toronto Junction, for their cabwas torn clean from its boltings, and they were flung clear of the wreck. Momentarily expecting the boiler to explode, they darted away, but the anguished cries of the injured recalled them to duty, and they rendered what assistance they could, leaving subsequently, together with Conductor Grimes and the brakeman, both of whom escaped injuries, but Martin had to be taken to the hospital.

The tender, after literally cutting its way through the first car, a composite bacogase and smoker and knocking it. at the hospital. Richard Bell, of Shrigley, an old man

nate rallying and sinking.

One Woman Was Paralyzed.

Whether or not more deaths may come to those in the hospital is yet to be seen. Mrs. James Ronson, a woman of sixty-four years, whose home is in Tillisonburg, is paralyzed from the waist down. The surgeons fear that her back is broken. Mrs. W. R. Hanley, of Ottawa, who was on her way from Markdale, where she was visiting, to Toronto, is suffering from internal injuries and shock as well as a very badly lacerated arm. The surgeous operated on the arm last night. Some of the patients are suffering merely from scalp wounds. Miss Sarah Patterson, of Badegrow, iay unconscious up to a late hour last night with a very severe wound on the head, while her sister. Margaret Patterson, wa sho unconscious, although her only apparent injury is a damaged knee.

Charles Bellamy and John Clayton, both of Flesherton, have injuries to their backs, and William Douglas, of Markdale, was suffering from a dislocated shoulder and a broken rib.

Several patients have broken noses, lacerated ears and bruised or broken wrists and ankles, and others again are the worse merely for the severe shaking up.

Running at a Fast Rate.

instantly killed, while Shepherd touch himself lying with his body all but under one of the wheels of the caach. The wheel had protested him from falling wreckage, but a difference of three inches and it would have crushed the life out of him.

Still more marvellous was the escape of R. A. Jelly. of Shelburne, who was travelling by the train, accompanied by his wife and daughter, a tiny tot of two years old. They were in the fifth coach, and when it settled down bottom up there was not a single seat in the whole ear that had not been smashed. Mr. Jelly found his wife and baby in the baggage rack, only a shender neck chain which the lady was wearing being broken, while more of the three had the slightest scratch, and, opening a window, self three were able to slip out.

On Their Honeymon.

Not so fortunate were Mr. and Mrs.

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Al! the stories of those who were able to tell of their frightful experience referred to the high speed at which the train was moving just before leaving the rails, and several of those seen by the Globe referred to the apparent recklessness which they thought they had observed in rounding the curves before coming to the ill-starred horseshoe.

Took the Curves Recklessly.

Took the Curves Recklessly.

Mr. S. G. Arnett, with his wife, got on the train at Proton station, just north of Orangeville. They were in the third coach from the engine. Mrs. Arnett was cut about the head, face and shoulders, while Mr. Arnett sustained only a scalp wound.

"I noticed," said the husband, 'some time before we came to the horseshoe how fast we were travelling, and that we seemed to take the curves recklessly. Just as we approached the seeme of the accident our car leaned so that I had to hold on to the seat. 'Aren't you afraid we may go over?' I asked my wife, and just as I spoke the car seemed to be turning over, and then everything was in ruins. I called for my wife, and, not receiving any answer, feared for a moment she might have been killed. Just then, however, I caught sight of her skirt, and found her pinned under some timbers. I was soon able to release her, and climbed with her through a car window."

Small Boy's Graphic Story.

Small Boy's Graphic Story. Small Boy's Graphic Story.

Patiently lying in a berth, in one of the cats, the reporter found a brown-eyed lad of fifteen years, Harry Halbert, who lives in Orangeville, but who recently came to Canada from England. The lad had planned a little trip to the Toronto Fair, and lying by his side was a parcel (a shoe box), from the burst-open corner of which ham sandwiches were showing, which the boy had brought for a lunch to eat on the grounds.

"No," was his reply, as he shook his head a little dazedly. "No, I didn't know the train was going faster than usual. The first thing I noticed was my grip sliding across the floor, and then everything went wrong side up. I got my leg broken," he added, impassively. "It feels like both of 'em."

They Were Going Too Fast.

They Were Going Too Fast. They Were Going Too Fast.

Henry Holeman and Thomas Snell, of Flesherton, were found sitting side by side in the vestibule of one of the hospital coaches. They were farmers of about forty years of age, and had planned together a little "blow out" at the great exhibition. Their story was realistic."

"I said to Tommy here, we were a going too fast," declared Mr. Holeman. "I knew it wouldn't do for that old horseshoe,' and whilst I was gripping the seat hard to keep from falling over onto Tom, the side I was on raised 'way up in the air with a sort of sickening motion. "There she goes!' I yelled to Tommy, but she came down on both wheels again and then—ugh, she raised again and the whole car turned right over."

Police Magistrate's Story.

Mr. George Rutherford, police magistrate at Shelburne, had a dislocated shoulder, and was badly bruised.

"The train was going pretty fast," was his admission, "and I sajat to myself we were making up time. I heard people in my car remark on the reckless speed with which we seemed to take the curves. When the smash came the end of the car I was in telescoped.

"Yes, I heard a great many screams.

of the car I was in telescoped.
"Yes, I heard a great many screams.
The first three coaches and the tender of the engine were knocked into matchwood, but the others stayed on the track. Those who weren't hurt scrambled out and helped pick out the others."

Train Was Leaning Over.

Mr. George Watson, of Dundalk, had a scalp wound, a mutilated ear and an in-jury to his side. "I can't add much to what Mr. Rutherford told, but I was talking to a farmer who was appro-ing the tracks with his team as frain neared the curve. The farmer frain neared the curve. The farmer told me that the train was leaning so badly is it struck the horseshoe that he jumped as it struck the horseshoe that he jumped from the seat of his wagon and was tying his horses in expectation of a wreck when the crash came. I'm thank-ful to say that the wreckage dldn't eatch fire."

How Norman Tucker Died.

How Norman Tucker Died.

At the Western Hospital late last night the reporter had an interview with Mrs. George Sharpe, of Dundalk, who considers that her escape from death was nothing short of miraculous. She was riding in the third coach from the engine when the erash came. A few moments before she had been sitting facing the coach of the train but obsarced her the rear of the train, but changed her seat for one nearer the front of the car. The seat she vacated was then taken by thirteen-year-old Norman Tucker, and in that seat he was killed. Mrs. Sharpe

that seat he was killed. Mrs. Sharpe escaped unhurt, save for some slight bruises.

"I saw the oil beginning to spill from the lamps, and I was just thinking it would spoil a body's dress, when suddenly the car seemed to be full of dust so that I could not see, and we were turned over and over."

Engineer and Figure 1 in the seemed of the seemed over."

Engineer and Fireman Injured. Engineer and Fireman Injured.

The friends of the engineer and fireman of the ill-fated train were reassured last night by messages asking that the report of their death should be contradicted. Both are residents of Toronto Junction. Engineer George Hodge was not seriously hurt, his legs only having been bruised in his leap from the train. Herbert Martin, the fireman, was more seriously hurt. He was injured internally, and was scalded by escaping steam from the engine. He will be in the hospital for some time.

At a Bad Curve.

At a Bad Curve.

The scene of the accident is at the worst curve on the Owen Sound branch. From Orangeville Junction into Orangeville is a very heavy up grade. From Orangeville to Alton it is easier, and then a few miles above Caledon, which is twelve miles from Orangeville, the railroad creats the hill and starts down the Lake Ontario alope. The Horse Shoe curve is three miles below Caledon. The line here curls around a steep little mountain. This curve is at a very steep grade. The line travels two miles around the mountain, yet the actual distance gained is only a few hundred yards. It is customary to throw on the brakes at this curve and bring the train almost to a standstill. If the brakes refused to work segious trouble would result. At a Bad Curve.

work segious trouble would result.

The Toronto building permits issued from August 27 to 31 represent values amounting to \$162,200, and include 58 dwellings, one biscuit factory to cost \$10,000, an addition to a carriage factory to cost \$12,009, and a Presbyterian church on Pape avanue, to cost \$2,000.

GIANNETTIA FAKIR. The large been reported to the stoom in the property of the stoom in the stoom of the stoom TRACE NO MONEY.

Son of Prominent Italian General— New York Branch of Bank Never Opened—Posed as Millionaire at Bay Shore, and Left Without Paying Board Bill.

Toronto, Sept. 4.—Yesterday Mr. Ed-mund Bristol, M. P., returned from his trip to New York, where he had gone on behalf of the creditors of Banco Gian

trip to New York, where he had gone on behalf of the creditors of Banco Giannetti. No money was found there by him, but the inquiries he made were fruitful as to Giannetti's life and business methods.

Mr. Eric Armour, partner with Mr. Bristol in the law firm of Bristol & Armour, stated last night that one of the results of the inquiry was to nake it dear that the various sums which were affown on American Express Company forms in the Toronto office, as if they had been transmitted to their destination by that company, had merely been made out on the Express Company's forms for convenience in the Giannetti office, and that the amoney was actually sent to New York My cheques drawn on the Merchant's Bank. When the money had arrived at New York, instead of being drafted to Italy it was drawn on by Giannetti, usually in very large sums.

What Giannett did with these sums is still a mystery, but it is supposed that he spent it in various forms of extravagance. He arrived in New York from Toronto in the early part of May and took an expensive flat at 343 Madison avenue, one room off which he used as an office, spending his mornings in dictating correspondence to his two clerks.

He was always fond of display and swagger, and lost no opportunity to give to people the impression that he was very rich. Many of the large cheques drawn on the Fort William branch are supposed to have been only drawn on to fiatter his vanity and to create in the minds of those to whom they were payable or saw them drawn the impression that he had large sums of money at his disposal in several different places, for in the early days of his career, when it is assumed the affairs of the bank were in a proper condition, he would repay the cheques to Fort William from his New York account.

Towards the last he grew very extravagant, and in the three weeks which he

a proper condition, he would repay the cheques to Fort William from his New York account.

Towards the last he grew very extravagant, and in the three weeks which he spent at Bay Shore immediately before leaving for Toronto, he wasted money like water, lost large sums in gambling, and got the reputation of being a millionaire. Significantly enough, he left his apartments there without paying the landlady, Mrs. Gray. his board bill.

His New York landlord, Mr. Bonn, thought very highly of the young man, and believed his story that he had been robbed of \$14,000 in Toronto. Giannetti had arranged a five-year lease of the premises at Spring street, paying a small deposit down, but as a matter of fact the New York bank was never opened. Fittings of a cheap quality were ordered and arrangements made for opening the bank on the Saturday previous to his death, but the opening never took place. Even the safe was not paid for, and negotiations with the Italian-American Trust Company, through their Treasurer, Mr. Baur, with whom Giannetti was anxious to open an account, did not materialize.

Giannetti's Christian name was Archi-

Giannetti's Christian name was Giannetti's Christian name was Archi-mede, and the Italian Consul at New York said his father is a prominent General in the Italian army. It is thought that the fear and disgrace which Giannetti felt when he read in a paper which he bought on the train on his way back to Hamilton that a war-rant was out for his arrest was the rant was out for his arrest was the cause of his turning from his expressed purpose of making what reparation he could and of his committing suicide in-

WHAT MANY MEN NEED Dr. Hamilton Has a Prescription That

"Sets" You Right Up. When a man has lost ambition to "dig in" and stay at things—when he complains of headache, fullness in the right side, pains in the shoulder blade—it's purely a case of "Liver."

These symptoms invariably indicate a clogged, inactive liver. The body can't get rid of its wastes and the whole system is half paralyzed.

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half paralyzed.
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Dr. Hamilton's Pills stimulate the liver into activity in one night. Being a mild vegetable laxative they produce results in a few hours. The bilious headache and constipation are cured, spirite rise, complexion clears, animation returns. Nothing in the calendar so efficient for that tired lazy feeling as Dr. Hamilton's Pills. Very mild, don't interfere with work, invariably do lots of good. Try a 25c box, all dealers.

Ten Austrian Soldiers Died From Exhaustion and Hundreds Prostrated.

haustion and Hundreds Prostrated.

Vienna, Sept. 3.—The long list of casualties among the troops engaged in the rearly army manoeuvres, now in process in the neighborhood of Weiner-Veustadt, has aroused widespread public indignation and concern.

Ten deaths from exhaustion already have been reported and hundreds of men have been prostrated. In the 25th

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se of the 25th Infant

SUICIDE BY FIRE.

STRANGE DEED OF DEMENTED WOMAN AT VAUDREUIL.

Thought She Had Divine Call to Die Like Joan of Aro-Built a Funeral Pyre and Wrote Her Last Letters.

Montreal, Sept. 3.-Word reached here to-day of a strange suicide of a woman living near Vaudreuil. Believing that she nad a divine calle to die like Joan she and a divine calle to die like Joan of Arc, Mrs. Joseph Ladonde, 46 years of age, residing at 5t. Lazare, a lew miles from Vaudreuil, went up on to a nearby hill, built a runeral pyre and burned herself to death. Mrs. Lalonde apent several hours gathering fence rails and logs on her own farm preparing for her immoltion. After she had a huge pile of wood assembled she sat down ann wrote several letters, in which she stated that she had decided to respond to the call to destroy herself.

She placed the letters in her hat and

crail retters, in which she stated that she had decided to respond to the call to destroy herself.

She placed the letters in her hat and hung it on the limb of a tree. She had taken the precaution to bring plenty of matches with her. She removed all her elothing, and hung it also on the tree limbs which shadowed the fatal bonfire. This tragic affair took place just when ligh Mass was being said in the village church, and the discovery was not made until after the congregation had been dismissed. During the service, however, flames from the fire reflected through the windows of the little church, but it was not thought to be anything more than rubbish burning.

After the service an investigation was made, when the charred remains of Mrs. Lalonde were found lying a few yards from the burning timbers. She was apparently unable to stand the frightful ordeal and had jumped out of the fire after she had been fatally burned. She was found lying face downwards, with grass clutched in both hands. Her husband died about six months ago, and since that time the poor woman had been acting strangely but it was never thought by neighbors that she contemplated such an act.

The Oroner, after holding a thorough inquiry, decided that the woman killed herself while of unsound mind.

A VICIOUS BIRD.

HAWK TEARS MAN'S EYE NEARLY OUT.

Practically Killed Bird Inflicts Frightful Injuries on Gustav Wallman-He Got a Surprise.

Winnipeg, Sept. 4.—Attacked fiercely by a hawk, which he had whot at, and which although younged, get the better of its asseilant in a derrife encounter, Gustav Welman lies in St. Boniface Hespital, and will probably lose the sight of his right one, which was almost torn out by the inturiated bird on Thursday sevening list.

The extraordinary fight took place near Strasbourg where Wallman, who is a young Swede employed on a C. P. R. construction gang, was working.

On Thursday, after work was over, he sauntered out of the camp, a gun on his shoulder, with the intention of shooting some game for the morrow's breakfast. He had not proceeded far when a huge hawk flew past; Gustav fired and the bird fell, apparently dead. He picked it up, but seeing it was not quite lifesee he there.

past: Gustav fired and the bird fell, apparently dead. He picked it up, but seeing it was not quite lifeless, he threw it down again and intended to put it out of its misery by sending another charge of shot into its carcase. It apparently did not occur to him that he might have wrung the bird's neck and so have saved a cartridge.

While he was in the act of reloading the hawk, giving vent to a shrill cry, rose from the ground and dashed straight for his face, fastening its sharp claws into his fresh, and began to pack savagely. Unfor-

his face, fastening its sharp claws into his flesh, and began to pack savagely. Unfortunately one of the hawk's claws stuck into Wallman's right eye and nearly tore it out. The poor fellow was so actounded and bewildered and suffered such agonizing pain, that he could not explain how he got rid of his violent asseilant; but somehow this was done and he was at once sent in to St. Beniface Hospital, where he is now lying, with both eyes bandaged and his face badly lacerated. He fears that the sight of his right eye is gone for ever but he says he will eye is gone for ever, but he says he will consider himself fortunate under the circum stances if he retains the full use of the other

BLACKMAILERS CAPTURED. Three Black Hand Leaders Taken in New

York.

New York, Sept. 3.—Caught in the act of taking money from a victim whom they had threatened with death, three Italians, who the police believe are leaders of the Black Hand Society, were captured to-day by detectives after a wild flight on a trolley car in Second avenue, in which one of the Italians was shot while diving through the car window in a final effort to escape. Gre Annoni, a wealthy barber, has been receiving letters demanding 2500 for more than a year. He was told that his place would be blown up and his family annihilated unless he heeded the demands. Annoni informed the police, and to-day it was planned to lay a trap for the blackmailers.

The barber met his men in Second avenue, paid over the money and gave a signal to the police, who were concealed nearby. The three Italians sprang on a passing trolley car, and might have escaped, but the motorman stopped the car. Two of the Italians jumped from the car, and after a short sprint were captured. The third Italian made a long dive through the car window, and was shot while in mid-air.

PLOODS IN TAPAN.

Three Hundred and Forty-eight Lives Lost in Them.

Lost in Them.

Tokio, Sept. 3. — The following is an official statement of the loss of life and damage caused by the recent floods: Killed, 348; injured, 70; missing, 173; buildings destroyed, 1.37; partially destroyed, 1.376; washed away, 3,142; flooded, 1.376; washed away, 3,142; flooded, 173,339; embankments broken. 1.570; bridges washed away, 976. Rice and other crops suffered heavily in the flooded district, but it is believed that the rice of the whole country will be slightly above the average.

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Boys' Box Calf, all solid Boots, Blucher cut, sizes 1, 2, 3, 4, 5 \$1.75
Boys' Choice Box Calf, Bluched cut, sizes 1, 2, 3, 4, 5 \$2.25 1. 5. 5. 5. 5
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THE RAT WAR.

Death From Bubonic Plague in San Francisco.

San Francisco, Aug. 3.—The Health Boards yesterday reported an additional death from bubonic plague and two additional cases under suspicion since Satur-

day.

The death was that of a woman in Berkeley, across the bay from San Francisco. This case falls within the limits Berkeley, across the bay from can rancisco. This case falls within the limits of the statement by the plague authorities, that all ports on the Pacific coast having intercoruse with trans-Pacific points, are subject to sporadic appearances of the disease. The rat war is being prosecuted with energy and success.

HIS FIRST TRIP.

Youth Leaps From Cab to be Crushed Under Engine's Wheels.

Cleveland, Sept. 3.—Frank Pisek's first run Cleveland, Sept. 3.—Frank Piseks IIIst run yesterday as a fireman on the Brie Railroad was his last.

Alarmed by the harmless explosion of the glass water gauge before him while the train was speeding, be lesped fro mthe cab and was ground to desth beneath the wheels of a needly lecompative.

glass water gauge before him while the train was specifics, he leaped fro mthe cab and was ground to death beneath the wheels of a passing locopoutive.

Pisch was seventeen years old. He lived with his parents at No. 2737 E 55th street.
The train, a fast freight, was pulling into Cleveland at good speed yesterday a latter attention, Just as the crossing at E 378 street was reached there came a sharp hissister of the control of the control of the control of the cab, and the control of the cab, and the control of the cab, and the control of the control of the cab, and the control of the cab, and jumped heading to the parallel tracks.

For a second Pisch lay stunned and helpless across the rails. Then he was crushed liftless beneath a switching locomordve as it thundered by in the opposite direction.

CASTORIA The Kind You Have Always Bought

Pears the Chart Hillithers SUICIDE IN CHURCH

Albany Physician, Missing Several Days, Found Dead.

Found Dead.

Albany, Sey 3.—Loying on a couch, with a revolver clinched tigbtly in his right hand, the body of Dr. Lausing B. Winne, a well-known Albany physician, was found to-day in the chapel adjoining the Holy Innocents Episcopal Church, of which he was a veetryman. Dr. Winne had evidently been dead for several hours. Friends of the doctor say that for some time past he had been suffering from mental trouble and they give this as the reason for ending his life. Dr. Winne had been missing from bis home in Livingston avenue, where he lived with his mother and sister, since Sunday afternoon. The body was found by the sexton of the church. There was a builet wound over the right temple.

FORTY-FIVE MADE ORPHANS

Montreal, Que., Sopt. 3.—Eight of the Indian laborers who portabed in the Quebec bridge disaster were builed yesterday at the Indian village of Caughnawags, where they lived "His Grace Arebishop Bruches! came from Montreal of officies at the funeral large spine grave. Thirty-seven families in Caughnawaga, alone have been, afflicted by the catastrophe, Some forty-five children have been made orphans.

SEALED TENDERS addressed to dersigned, and marked on the Tender for Steel Bridges," will be at the office of the Commissioners Transcontinental Raliway until twelve moon of the 5th day of September, the construction and erection of the Superstructures and floor system wand guard rulls complete) required for at the points named in Bistrict "B of Quebec, viz., Crossing.

Creek a Beauce
Overhead Crossing, Quebec
Lake St. John Railway
Little Bostonals
Big
Croche River
River au Lait
St. Maurice River

The right is reserved to reject any or all

The Commissioners of the Transcontinental Railway, Dated at Ottawa, August 15th, 1907. Newspapers inserting this advertisement without authority from the Commissioners will not be paid for it.

YNOPSIS OF CANADIAN NORTH-WEST

HOMESTEAD REGULATIONS.

steader.

An application for entry or inspection made personally at any Sub-agent's office may be wired to the local Agent by the Sub-agent, at the expense of the applicant, and if the land applied for is vacant on receipt of the telegram such application is to have priority.

quight it in favor of father, mother, son, daughter, brother or sister. If "eligible, but to no one elee, on filing declaration of abandoment.

Where an entry is summarily cancelled, or voluntarily abandoned, subsequent to institution of cancellation proceedings, the applicant for inspection will be entitled to prior right of entry.

Applicant for inspection must state in what and if aubsequently the statement is found to be incorrect in material particulars, the applicant will lose any prior right of re-entry, should the land become vacant, or it ofter has been granted it may be summarily cancelled.

DUTIES—A settler is required to perform the conditions under one of the following plane:—

(2) If the father for naother, if the father is deceased) of a home-scader resides upon a farm in the vicinity of the land entered for by such homesteader the requirement as to residence may be satisfied by such person reciding with the father or mother.

(3) If the settler has his permanent remay be satisfied by such person reciding with the father or mother.

(3) If the settler has his permanent remay be satisfied by residence upon such Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa, of his intention to do so.

MINING REGULATIONS.

COAL—Coal uning rights may be leased for a period of twenty-sep years of age, or over, having discovered mineral in place, may locate a claim 1,500 x 1,500 feet.

The fee for recording a claim is \$8.

At least \$100 must be expended on the claim odde year or paid to may be under a first permanent of paid.

The paient provides for the payment of a royalty of 2½ per cent. on the sales.

Placer mining claims generally are 100 feet.

The paient provides for the payment of a royalty of 2½ per cent. on the sales.

Placer mining claims generally are 100 feet.

acre.
The patent provides for the payment of a royalty of 2½ per cent on the sales.
Placer mining Chinn cenerally are 100 feet square provided from the finister of the mines each for a term of twenty years, renewable at the discretion of the Minister of the Interior.
The lesses shall have a dredge in operation within one season from the dist of the lease for each five mines are not provided from the provi

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