

## SIX KILLED AT CHICAGO.

All Were Stockmen, Sleeping in  
Cabooses on Train.

Chicago, Sept. 28.—Six men were killed and a dozen seriously injured early to-day when an outboard Panhandle passenger train crashed into the rear end of a Chicago, Milwaukee & St. Paul stock train at 12th and Rockwell streets.

The victims were stock men, many of whom were sleeping in the cabooses of the stock train, and members of the stock train crew. No persons on the passenger train were injured.

While the accident occurred a few minutes after midnight, the stock train was so completely demolished and the victims so mutilated that six hours later only two had been identified.

Four cars were telescoped, and the wreckage took fire. Many of the injured were extricated with difficulty from the burning debris by firemen and others who hurried to the scene of the wreck. The identified dead are:

H. Potter, Dion Lake, N. D.

Don Schlager Fayette, N. D.

The passenger train was bound for Cincinnati. It was moving rapidly, and

and just rounded a sharp curve when the engine sighted the stock train

only a few rods in front, and applying the emergency brakes, the engineer

and fireman of the passenger train leaped from the cab, escaping injury.

No opportunity for escape was given the sleeping stock men in the cabooses.

As the sound of the warning whistle was drowned in the crash as the heavy locomotive plowed through the cabooses

and three other cars. Fire added to the horror of the wreck, and greatly hampered the work of rescue.

The first body to be identified was that of Charles Bond, of Milwaukee, Wis., conductor of the freight train.

The engineer, the fireman and the conductor of the passenger train were slightly injured.

Six of the injured dragged from the flaming wreck are: Peter Johnson, Egan-

land, N. D.; right arm broken, and fractured; Frank Haskett, Chicago; Ed-

win S. Armand, Chicago; John A. Dixon, New York; H. F. Black, Dayton, Ohio;

H. D. Mazze, Springfield, O. All the injured were taken to hospitals.

## NOISE BY-LAW

Has Been Enacted by City Council of Kingston.

(Special Despatch to the Times.)

Kingston, Ont., Sept. 28.—The City Council has appointed Dr. A. R. B. Wil-

liamson Medical Health Officer, in suc-

cession to Dr. J. H. Bell, Grand Medical

Examiner for the Chosen Friends, who

recently moved to Hamilton. A. H. Muir

has been appointed city auditor, to

success the late William Miller.

J. McD. Mowat has taken out a writ

for \$8,000 against the Street Railway

Company on behalf of Alexander Sharp,

whose son Stanley died as the result of

injuries which he received in the break-

ing of a swing at Lake Ontario Park,

which is controlled by the company.

The City Council has adopted a noise

by-law, which makes unlawful the ring-

ing of a bell, the blowing of a horn or

any other noise calculated to disturb

the inhabitants. The by-law is aimed

especially at the theatricum grama-

phones.

**Bowling League**

Met at H. B. & A. C.

The annual meeting of the combined

leagues bowling at the Hamilton Bow-

ling & Athletic Club was held last night

to organize for the coming season. There

was a large representation of the cap-

tains of last year's teams, and the en-

thusiasm shown points to a very suc-

cessful year. Many suggestions were

made and changes in the by-laws governing

the game, and a competent committee

was elected. All questions pertaining to

the league business will be left entirely

in their hands. The league was pre-

pared by them for the betterment of

the league and the game, and it is ex-

pected that the first games of the first

half of the season will commence about

the 18th of October. Some 25 teams

have already signified their intention of

joining the league, and the classes in

which the players will be divided will

be determined on their last year's

averages.

The following officers were elected:

R. R. Simpson, Honorary President; H.

M. Sweeney, President; J. A. McMahon,

Vice-President; Dr. Johnston, Secretary.

Executive Committee: W. Muir, A.

Morden, C. M. Sinclair, A. M. Ewing,

W. Murray, F. Aldridge, C. H. Mitchell,

E. W. Burrow, George Raw, J. O'Brien,

J. M. Zimmerman and H. Green.

## Irishmen Beaten.

The Gentlemen of Ireland were again

defeated by the gentlemen of Philadel-

phia in the second cricket game between

the two teams yesterday at Manheim.

**COLLIDED IN FOG.**

Detroit, Mich., Sept. 28.—The 300-

foot steel steamer Pontiac, owned by

the Cleveland Cliffs Iron Co., was

severely damaged early to-day by a

collision in the St. Clair River with the

steamer Uranus, of the Gilchrist

Line. The Pontiac was beached in

front of the Summerville Hotel at St.

Clair to prevent her sinking.

The collision occurred during a

heavy fog. The injuries received by

the Uranus are not yet known.

Later there were dead and injured

as W. J. Stevens, Livingston, Mont.;

Jacob Magee, Culen, N. D., and Fred

Kock, Dickinson, N. D.

## HAVING GOOD TIME.

Paris, Sept. 28.—Senator Nelson W.

Aldrich, of Rhode Island, and Prof. A.

P. Andrews, who are at present in Paris

gathering information for the report of

the American Monetary Commission, are

the recipients of great attention during

their stay here. They have been dined

by M. Pailin, governor of the Bank of

France; M. Cocher, Minister of Finance,

and the heads of several important

French credit institutions, and they

have had a number of interviews with

## GRAPHIC STORY OF END OF MARINER.

(Continued from Page 1.)

lertly in the stern end of the boat when he was awaked by a slight concussion. "It was as if a huge wave had hit the boat," he said. "I heard voices outside and the boat came to a stop. I dressed and went out. Then I learned what had happened. Everything was quiet aboard and there was no semblance of a panic."

Fred R. Grant, traveling passenger agent of the Canadian Pacific, and David Altman, a show manager, said they were almost thrown out of their berths by the force of the collision.

The City of Erie cut the schooner almost in two. She hit her almost directly amidships, crushing the little craft like an eggshell and cutting off the end of the boat from the other. Hollis and Garner, the rescued seamen, were asleep in the forecastle at the time.

"We scrambled out on deck," said Hollis, "and saw the bow of the steamer cut through our starboard side and sort of imbed itself in our boat. It cut us off from the deck. We were taking in water fast. I was going back after my boots and clothes when Garner said we were going down. I hated to lose them boots, but thought my life was worth more, so I left them in the bunk."

"We climbed up the rigging, Garner went up one mast and I up the other. We were only two feet from the bow of the steamer. Captain Corson was in the stern on the other side cut off from us by the bow of the side-

wheeler. I heard him holler. 'My God, my God, I lose my life for the want of a rope.' That's the last I heard of him. I didn't see any other of the crew."

"Our boat was settling fast now and in another moment it seemed an hour, and three other cars. Fire added to the horror of the wreck, and greatly hampered the work of rescue."

The first body to be identified was that of Charles Bond, of Milwaukee, Wis., conductor of the freight train.

The engineer, the fireman and the conductor of the passenger train were slightly injured.

Six of the injured dragged from the flaming wreck are: Peter Johnson, Egan-

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win S. Armand, Chicago; John A. Dixon, New York; H. F. Black, Dayton, Ohio;

H. D. Mazze, Springfield, O. All the injured were taken to hospitals.

Both Garner and Hollis lost their feet, and the first thing they did after reaching port was to get a new suit of clothes and shoes. Then they went to the steamboat inspectors and gave their statements. They knew Captain Corson and Mate McCallum, but did not know the cook or the other member of the crew except that he was a Scotchman.

The rescued seamen said that the Van Straubenzee left Port Colborne at 11 o'clock last Sunday night after a trip through the Welland Canal. Their boat was bound from Toronto to Cleveland for a cargo of sand.

The only evidence of the collision on the City of Erie was along the bow for about four feet on either side where the paint had been scraped and dis-

colored. After remaining on the scene of the accident for an hour and 45 minutes until daylight, the City of Erie came on to Buffalo, arriving there at 9 o'clock, 14 hours late.

The Van Straubenzee was an old wooden hulk built in 1874. She was converted from a canal boat. She was chartered by the Erie Coal Company. She was 127 feet long and about 30 feet beam.

At least two Torontonians are lying beneath the waters of Lake Erie as a result of the collision. They are Mrs. Madeline Connolly, the cook of the schooner, who lived with her married son John at 377 Parliament street, and James McCallum, the mate, who for the past ten winters had worked as engineer at the Grand Central Hotel, corner of Wellington and Simcoe streets. There may have been one more from Toronto, too, as relatives of the crew of the Van Straubenzee say that she carried a crew of five men besides the cook. So far only five have been accounted for altogether.

"They are always quick in placing the blame upon people who cannot defend themselves in cases of this kind," remarked Mr. J. W. Corson, coal and wood dealer, King and Sumach streets, and brother of Captain "Adolph" Corson, skipper of the ill-fated schooner. "My brother had been a sailor since he was able to walk, and knew the lakes as well as I know the streets of Toronto. He was cautious and never took any chances with his ship. Anyway," he continued, "a sailing ship has right of way over a steamship. The City of Erie sighted her when half a mile away, and should have gone by her stern. Instead of that, it seems to me, the pilot thought he could force her to pass by his bow, misjudging the schooner's speed, with the collision as a result. A schooner only carries two lights, and you can be sure they were burning all right, even though the Erie's pilot could not make them out in the grey light of early morning."

James McCallum, the lost mate, had his children are all grown up and married.

"My mother had only been in Toronto for two years, and during those summers she was cook on the schooner," said Mr. John Connolly, an employee of the Toronto Electric Light Company. "She was a widow of French descent, and came to me from Montreal. She had never shown the slightest fear at being upon the boat, but before going away last time a strange thing happened. She had always kept her earrings on the boat. On Friday night, however, she brought home a bank book, saying that she had deposited her all because she said, 'you never know what's going to happen.' She had never done that before."

"And that isn't all," remarked young Mrs. Connolly, as she sat cutting up her mother's hat. "On Sunday morning about 3 o'clock, I awoke with a start from a troubled dream, in which I distinctly saw two vessels, one of which came to a sudden stop, and in my dream a man showed me wreckage floating upon the water, and said, 'there's the boat that was wrecked.' The Van Straubenzee was a three-masted craft. "My mother must have been asleep in her cabin in the after part of the schooner," said the son, "and I suppose she never knew what happened. The mizen mast ran up through the cabin's main."

James McCallum, the lost mate, had been employed for the past ten winters at the Grand Central Hotel, where he was well liked. He was very deaf, but quite efficient. He has been around Toronto for the past fifteen years at least, and has a half-brother in Montreal.

At 5 o'clock last night the Pittsburgh & Erie Coal Company despatched a tug from Erie, Pa., to look for the wreckage of their schooner, and see if any of the bodies had come to the surface.

A glutton is simply a man who can eat almost as much as a seal.

## SHOT UP BY A BAD MAN.

Big Philadelphia Saloon Visited and  
Son of Proprietor Killed.

Philadelphia, Sept. 28.—One man is dead and two others are in a hospital in this city suffering from bullet wounds as a result of a hold-up in a saloon at York road and Leaning street, in the north part of the city, last night. The highwayman, who was masked, made his escape.

The dead man was James Quinn, 23 years old, son of the proprietor of the saloon. The wounded men are Henry F. Saylor, aged 33, and John J. Cassidy, aged 37. Saylor has a bullet under the heart and his condition is serious. Cassidy was not badly hurt.

Patrick J. Quinn, proprietor of the saloon, went to a lodge meeting last night, leaving his son to look after the place. Young Quinn and two customers were chatting in the well-lighted saloon when a stranger walked into the place and up to the bar. Quinn prepared to wait on him when he found himself looking into the barrel of a revolver. The man was tall and well built, and was dressed in dark clothes. A soft hat was pulled over his eyes, and a black handkerchief was bound across his mouth and chin. His shoes and trousers were covered with mud.

"Everybody, hands up!" was his first command.

"Say, aren't you kidding?" asked Quinn.

"Nix," said the robber, turning the revolver until he covered each man in turn. "Hand out some money; open that cash drawer."

"I guess you are in earnest," said Quinn, as he walked to the drawer behind the bar.

Quinn opened the cash drawer, but he did not move quick enough to suit the robber, and he called out:

"Hurry up, you!"

Quinn grabbed a handful of bills, about \$47, when the man fired a shot. The bullet struck Quinn in the abdomen. The wounded man, with several notes in his hand, fell to the floor.

The police have a theory that the robber thought Quinn, who was fumbling in the drawer, was looking for a revolver.

Cassidy and Saylor both ran for the door. The robber swung around and said:

"Stand where you are. You are not going out and bring the police down on me."

Cassidy says he stopped, but not quickly enough for the robber, and was shot in the side. What happened to Saylor is not fully known.

At the hospital he was only able to say that the robber had shot him, taken his valuables and fled.

## BIG UNION.

Arrangements For Federation of  
Young People's Societies.

A large and enthusiastic rally meeting of the Young People's Societies was held in First Congregational Church last evening. Rev. J. A. Wilson, of St. Andrew's Presbyterian Church, occupied the chair, and explained that the purpose of the meeting was to organize all the Christian Endeavors and Young People's Societies of every denomination into one large federation.

An address was given by the Rev. W. H. Tippet on the report of the international convention of Christian Endeavors held in St. Paul, Minn., last July. At the close of the address, and after much discussion, it was unanimously agreed to organize the organization and committees were chosen from the representatives of the various societies, to complete the work of organizing the union. The next meeting will be held on October 14, when the officers will be elected and other business transacted.

## OBITUARY.

The funeral of the late Miss Emma Dick took place yesterday afternoon at 2 o'clock from her mother's residence, 344 Hunter street west, to Hamilton Cemetery, and was largely attended. Rev. P. W. Philpott conducted the services at the house and grave. The bearers were: Frank Peter Dick, W. Hunt, Wm. Greening, Roy Smithers, E. Mosgrove and David Lanning. There was a large number of floral tributes, including pillows from mother and sister and Mrs. Greening; wreaths from W. Hunt, Mrs. Mosgrove, Mrs. Dickson and Mrs. Smithers. Mrs. McPherson, employees of the cutting room of the Eagle Knitting Co., a star from brother; sprays from Mr. and Miss Blankstein, Allen Green, Miss Mary Burke, W. Camham and Mr. and Mrs. Secord.

Miss Mary Ann Cole, aged 48 years, passed away this morning at the City Hospital after an illness of some months. The funeral will take place from her brother's residence, 387 York street, on Thursday afternoon to Hamilton Cemetery.

**VILLAGES ALL IN FLAMES.**

Madrid, Sept. 28.—The capture of the towns of Nador and Zeluhan by the Spanish forces in Morocco is being celebrated here as the virtual end of the war with the Rifis. Despatches received here from Melilla, Morocco, say that all the villages in the foothills of Mount Guerguza, which has been the Moorish stronghold, are in flames.

**WILL WHITNEY FORBID IT?**

(Hamilton Spectator.)

By an overwhelming majority, the ratepayers of Morrisburg, who are Mr. Whitney's home constituency, have voted to give the Canadian Sheet Steel Corporation a sixty year franchise of its Hydro-Electric power plant, along with a right of way through the principal streets, for an electric railway. What in the world can be the meaning of this? These benighted Morrisburg people could surely never have heard of the wonderful success Guelph has made of municipal ownership and operation of a street railway, or of the remarkable results that are said to follow the municipal ownership and operation of light and power plants. Or, have they had a sad experience?

**Ambiguous.**

During the recent war manoeuvres a private not long married received a letter from wife in which she asked: "Do you ever think of me, dear?" To which he is said to have replied: "Think of you every day of the week, and of your cooking is horrible."—Hartford Times.

## KHEDIVE OPPOSES POLYGAMY.

His Home-Life an Example Which  
Christians Might Emulate.

In the middle of the day the ruler of Egypt lunches with the only woman who has ever sustained to him the relation of wife. His highness could, were he so inclined, allow himself the complement of four wives affected by the same effendi of the land. He has none the less remained strictly monogamous.

The one wife dwells in strict seclusion on the khedival domain of Keubeh except for the occasional visits to the great Abdin Palace at Cairo. She is a Greek with Circassian blood, some five years younger than the Khedive—he is nearing forty—and exotically styled. It does not appear that any European or American of the male sex has gazed upon the features of this lady.

She is the mother of six children, five girls and a boy. The latter is now about ten years of age, and, unlike the eldest born of Mohammedan rulers generally, he is to inherit his father's throne. This young prince, who is as he is officially styled, quite over shadows his sisters in importance. The lad is understood to resemble his mother in the fairness of his skin, the slenderness of his frame and the tallness of his form.

As a family man the Khedive sets an example which the Christian father might emulate with profit. The Greek lady, French, Arab and Turk with the idea, is said, of fitting themselves for the position of monogamous wives.

Abbas Hilmi seems to have set his face firmly against the plurality of wives, which is the vogue among the wealthier of his subjects. He will not allow a daughter of his to become the inmate of what is commonly understood by the term harem. In all respects this he has long been famed as the most Mohammedanly pious of potentates, for his orisons are performed with infinite fervor and an undeviating regularity.

The five daughters receive from their mother a training which, from the point of view of the Mohammedan faith, is orthodox enough, but their father devalues this from Mohammedan ideals in his relations with his son. The boy is to be brought up with the dynamic conception strongly defined in his education. He will be the first scion of Mohammedan royalty to inherit a throne upon the formally recognized principle of primogeniture alone.

**AVIATION AND VOLITATION.**

Trying to Find a Scientific Name for  
the Art of Flying.

When the automobile, that now seems

that antiquated vehicle which is already

threatened with the fate of soon being

considered only fast enough for the

task of finding a name for it was hope-

fully undertaken in many lands, but

nominate faculty has been so weak-

ened in modern man that he made an

extremely poor job of it, says the New

York Times. At first he could only de-

scribe it by telling not what it was, but

what it wasn't, and called it a "horse-

less carriage." At last he allowed the

monstrous word "automobile" at once ig-

norant and pretentious, to enter his vo-

cabulary. And there is has remained, a

reproach to our linguistic ingenuity, and,

when clipped to the vulgar "auto" hard-

ly endurable by the sensitive.

It is not making matters worse, the

word "aeroplane" is evidently in the case

of the automobile's destined successor,

"aeroplane" lacks some of the faults of

"automobile," but it is a poor thing when