

FOR SALE
desirable launch 20 foot cabin in perfect order.

Apply
H. H. WILLIAMS,
Telephone Main 1219
10 Victoria St.
and Main 1474

FRIDAY
July 31

ENGINE SANK IN EARTH TO LEVEL OF SMOKESTACK

Peculiar Accident to Construction
Train Near City Made Crew
Jump for Their Lives.

Residents in the neighborhood of Bond's Lake have been given something to wonder at in the spectacle of a huge 45-ton engine at the foot of a steep embankment, a few feet from the roadbed of its one time iron path.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

On Thursday afternoon, while a gravel train on the Aurora and Schomberg Railway was passing over a portion of the roadbed, a short distance from the intersection of that railway with the Metropolitan Railway, the remarkable occurrence took place. A gang of workmen were engaged in ballasting the roadway at this point, and had just finished unloading the gravel cars and were backing down to the gravel pit to reload when James King, foreman of the construction gang, who was standing on a flat car, immediately in the rear of the tender, noticed that the roadbed was sinking. He called to the driver, Norman Walton, apprising him of his danger. Walton stopped the train, and the engine and tender were backed up. The engine and tender were then lowered to the level of the roadbed. The engine was damaged, and the boiler was cracked. The engine was then raised to its original position, and the roadbed was repaired.

The Montreal Star

TWELVE PAGES—SATURDAY MORNING AUGUST 1 1903—TWELVE PAGES

PATENTS Obtained in all countries by CHAS. H. RICKES, Registered Patent Attorney, Ottawa, Canada. Sole Agent for the Dominion of the patentability of inventions and valuable Booklets to Inventors. FREE

FINDING OF SKELETON OF A GIRL MAY MEAN A MURDER MYSTERY

Ghastly Discovery in Scarborough Township Which Indicates Foul Play and Recalls Some Other Tragedies in the Same Vicinity.

Owing to the discovery of a girl's skeleton in a lonely spot near Rouge Creek, a tributary of Highland Creek, in Scarborough Township, the inhabitants of that vicinity are much perturbed over the find, and vague rumors of a mysterious disappearance of a young girl some years ago are abroad.

Several little girls were playing through the woods on the farm of Charles Thompson on Sunday last when suddenly the little daughter of William Mosher, a farmer in that neighborhood, came running to the other girls with a human skull on a stick. Frightened by the sight the other children ran to the house of Mr. Thompson and related the gruesome incident. In company with two boys the farmer went in quest of more information and came upon the skeleton of what is now declared to be a girl, lying on the ground lightly covered by underbrush.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

The spot where the bones were found is about half a mile from the home of Thompson, and a place very rarely visited. No one is known to have been there in the last three years.

Three years ago a party of woodcutters were engaged in clearing that part of the farm. These are the only people known to have been near there for years previous. The underbrush which partially covered the skeleton is thought to have been cut down some recent date. William Mosher, who has been around these parts all his life, and is a farmer, declares that the underbrush could not have been there.

DROWNED FROM A RAFT GOT INTO DEEP WATER

Stella Uppel and Teresa Mahoney
Lost Lives in Cazenovia
Creek.

Buffalo, N.Y., July 31.—Stella Uppel of Providence, and Teresa Mahoney of this city, were drowned late this afternoon in Cazenovia Creek. They were playing in a flat scow which started to drift into the centre of the stream. Two little girls who were with them jumped into shallow water and waded ashore. The other girls waited too long to jump into deep water. Two men tried to save them, but they were nearly drowned, and Denis McCarthy hit a rock as he dived and broke his arm. The drowned girls were about fourteen years old.

STEEL AND COAL COS. PART TERMS GIVEN NEXT WEEK

Cancellation of Lease Voted at Yesterday's Meeting of the Directors.

Montreal, July 31.—(Special.)—The Dominion Steel and Coal Companies have separated. The cancellation of the lease was voted today at the directors' meeting and the terms were promised in a circular to be issued to the shareholders the first of the week. The following explanation is from a leading director:

"The separation of the two companies will be beneficial to both. The chief reason for the Steel Company giving up the lease is one of finance. It needs capital to complete its finishing mills which it could not obtain and at the same time find the capital necessary to carry on the coal business. It has over \$2,000,000 invested in the latter department, which will now be released, and was besides committed to capital expenditure on the coal property, chiefly in completing the great works at Dominion No. 2, which will cost in all approximately \$2,000,000 from its commencement some three years ago to its completion at the end of this year. This capital expenditure will bring them in an ample return in the years to come, and if the Steel Company were so situated financially that it could now take care of these expenditures and provide for the requirements for the completion of its own mills, separation would be neither advisable nor necessary.

"The Coal Company, which is financially very strong, can develop the coal property without being hampered for want of capital, and those interested in that company are naturally pleased to resume the management of their own property and the undivided control of its assured earnings.

"The Steel Company has thus far been able to make provision for the completion of its plant by the erection of finishing mills which will turn out its product in a ready marketable form, with the advantage of government bonuses for the present, and a distinct hope of suitable tariff protection in the near future."

TO-DAY IN TORONTO.

Break County Old Boys, to Cannington, 7:30 a.m.
London Old Boys, to London, 8 p.m.
Rifle shooting at Long Branch ranges.
Kentucky Press Association arrive, Union Station, 4 p.m.
Toronto Canard and Oge Bird Show, King Edward Hotel, 8:30 p.m.
G.R.G. Band, Island Park, 8:30 p.m.
Conservative Demonstration Committee, to the Grand Trunk Hotel, 8:30 p.m.
Hansel's Play, Westville, 3 and 8.
Munro Park, Jos. Daly's minstrels, 3 and 8.
Baseball, Toronto v. Baltimore, 2:30.
Lacrosse, Toronto v. Tecumseh, Island, 3 p.m.

ONE FIRM PAID \$30,000 At Toronto Customs Last Monday— July Receipts Heavy.

The total receipts of the Toronto customs for the month of July amounted to the large sum of \$763,294.81. Last year's July receipts were \$545,181.92. An increase for the month, therefore, is \$218,112.89. On Monday one firm in the city paid in over \$30,000 for the day's importations.

Toronto is rapidly becoming the great distributing point in Canadian trade, although it is said that many merchants are passing their goods down the coast to Montreal, because of the delay inevitable here on account of the inadequate clerical staff.

CONSERVATIVE ORGANIZERS.

Montreal, July 31.—(Special.)—It is announced here today that Hon. L. P. Pelletier, M.L.A., and Hon. M. P. Hackett, ex-M.L.A., have been appointed officers for the Province of Quebec, and Mr. Charles Tanner, M.L.A., for Nova Scotia.

SAW PREMIER LAUBRIER.

Ottawa, July 31.—The Manitoba Separate School delegates, Messrs. F. W. Russell and T. D. Deegan, had an interview with Sir Wilfrid Laurier and the Hon. C. Fitzpatrick, Minister of Justice, to-day. They were courteously received, and represented their views to the Premier, who was arranged that they should have another interview on Tuesday, when a written memorial of the objects they desire will be presented.

The Kind You Enjoy.

The same of contentment is not reached without a good pipe of Clady's dollar mixture. We have almost every line of imported and domestic pipe to suit the market, and for intrinsic value nothing to equal. It is a high grade article at a popular price; 1 lb. tin \$1, 1-2 lb. tin 50c, 1-4 lb. pack 25c, sample package 10c. A. Clady & Co., 49 King West.

Clear Havana Cigars.

Buy direct from the manufacturer and save 25 per cent. Bazzetta and Majors cigars are extra fine quality and cost less than imported cigars. Alive Bolland.

GAMEY BANQUET A HUGE SUCCESS BEST MANHOOD OF ISLAND THERE

Six Hundred and Fifty People Crowded Specially Built Hall and Enthusiastic Admiration for Gamey Exuded from Everybody.

Gore Bay, July 31.—(Special.)—The banquet to R. R. Gamey as a testimonial to the place he holds in the hearts of our men and women who know him like chess play, but it rang as true metal to-night. When he concluded with "I love this island and the island people and I will never disgrace them," the sathering thundered its belief. Every speaker declared the gathering was the largest he had ever seen.

Chairman W. H. Price and Vice-Chairman McCree believed him, and were satisfied. Bob Johnson, M.P., believed Canada needed more men of the Gamey fighting type. Andrew Miscampbell declared eloquently on the principles of the Conservative party. R. Joynt, M.L.A., put himself on the list of endorser for all time. Dr. Fane made the hearts of Manitoulin men beat quicker by referring to the Islanders who have fought devil Boers. He quoted Lord Dufferin and the ratters rang with appreciation.

In fair to the horse.

Dr. Beattie Nesbitt made himself sold by objecting to the phrase "horse-headed editor," in the interest of the horse. This was applied by Gamey to the editor of The Globe. The doctor rather surpassed his former efforts in oratory and the reception was second only to that given Mr. St. John.

The latter made the speech of the banquet. After 1 o'clock he not only awakened enthusiasm but also instructed his auditors by turning a vivid light on the political rottenness in Ontario. Dr. Pell told of campaigning in the South in 1888, christened Capt. Sullivan "father," and declared his, Dr. Fell's, disgrace before the commission was distorted by the judges in a positively disgraceful manner. (Cheers.)

The banquet closed by the biggest reception Gore Bay ever saw, and every man present was audibly proud he had a share in its success.

CATEGORICALLY CONDEMN GRAND TRUNK PACIFIC

Senator Macdonald Regrets Practice of Delaying Important Measures Till Last.

Ottawa, July 31.—(Special.)—Senator Macdonald has given notice of a motion categorically condemning the Grand Trunk Pacific policy of the government and regretting that the practice was prevailing of bringing down important business in the last days of parliament, when there was not sufficient time to discuss them.

The motion also endorsed the action of Hon. A. G. Blair in resigning his portfolio rather than to party to a scheme of which he did not approve, and stated that the Premier's statements in introducing the Grand Trunk Pacific Railway Bill were not worthy of much consideration.

BRIDGE SPAN GAVE WAY DROPPED 40 FT. TO WATER

Three Drowned and Twenty-Five Injured at Portland, Oregon.

Portland, Ore., July 31.—A section of the bridge which spans the Willamette River here collapsed this afternoon, precipitating more than one hundred people forty feet into the water.

Three people are known to have been drowned, and it is feared that the number of dead will be much larger. Many fell on two small boat-houses, moored to a pier of the bridge, immediately under the spot where it gave way.

About 25 were injured, either by striking on the boat-houses or by falling timbers. Many fell from the roofs of the boat-houses into the water, but dozens of small boats and launches in the vicinity quickly picked them up.

The known dead, Alvin L. Linn, aged 10; Lottie Cameron, aged 16. Unidentified boy, aged 10.

The known injured have gathered to watch Clarence Lutz, an armless man, swim the river, which is about a mile wide. As Lutz was cumbered out of the water the crowd rushed to the south edge of the bridge in order to get a good view.

A section of the passenger walk gave way under the heavy weight, and the crowding, struggling mass of people were carried down a distance of forty feet.

MONTEAL CUSTOMS For July Show Highest Receipts in History of Post.

Montreal, July 31.—(Special.)—The Montreal customs have succeeded in reaching the highest record in the history of the port, the collections for the month of July reaching \$1,300,000, as compared with \$888,185 for the corresponding period of last year.

The total collections for the year