

THE TORONTO WORLD

A Morning Newspaper Published Every Day in the Year.

ARREST THE RAILWAY PRESIDENTS AND PUT IT UP TO THE ONTARIO GOVERNMENT.

The Canadian Pacific and the Grand Trunk Railways are trying, in the Province of Ontario, to do a two-dollar business with a one-dollar equipment.

By equipment we mean track, cars, stations, most of all, men to run the service.

By men, we mean efficient men, not overworked men.

No equipment worth mentioning, for use in Ontario, is built in Ontario. Do we get the leavings?

It is high time that the people of Ontario rose in rebellion against the administration of the railways of this province from Montreal. The World is bold enough to say that more than half the railway accidents that are happening in this province, the loss of life, the delay in traffic, the lack of accommodation, the lack of train mileage, the apparent indifference to public rights, from all which we suffer, are due to the fact that there is no genuine executive administration of these railways, either the Grand Trunk or the Canadian Pacific, within the province, but that everything has to be done in Montreal, and what is done in Montreal is done by men and officials indifferent to the situation that actually prevails in this province.

For weeks now The World has been trying to tell the people of Ontario that the railway managements in Montreal think anything is good enough for this province, notwithstanding the fact that the large portion of the earnings of the Grand Trunk and the Canadian Pacific railways is from the Province of Ontario, where the population is denser than in any other portion of Canada, and where the amount of traffic, whether freight or passenger, is greater than in any other portion of their respective territories.

Repeated demands and reports have been sent from this province to Montreal for increased accommodation and improved equipment, but, so far as the public can see, all these requests are ignored or treated in a perfunctory way, or are pigeonholed, as the caprice of the overworked executives in Montreal may suggest. One great trouble in Ontario to-day, and one cause of the enormous loss of life, both to the public and to the men who man the railways, is due to the lack of equipment. By lack of equipment, we mean inferior cars, poor engines, weak engines, heavy grades that could easily be removed, lack of siding accommodation, lack of switches, lack of night station hands and lack of double tracks, where double tracks should be.

There is another thing that The World wishes to point out to the people of Ontario, and that is this—that the two great railways deliberately decided on a policy some years ago of transferring as much of the local work pertaining to their systems in Ontario as they possibly could to Montreal. The engine-building departments and the car-building departments have been snatched out of Ontario and transferred to Montreal; and to-day there is not an engine being built in this province by these railways, notwithstanding the fact that there are more cars and more engines of the best kind required here than in any other portion of the country. Anything will do for Ontario, is the rule of the management; any kind of old equipment; and if new equipment is conceded, then Ontario must wait until it can be built in Montreal, or some place out of the province.

The people of Ontario are to blame for this wretched treatment which they are receiving at the hands of the chief executives of the Grand Trunk and the Canadian Pacific. They have a means of rectifying the evils; they can put the Attorney-General of this province and the law officers of this province at work to ferret out the cause of these accidents. They have in their hands the power of taxation, as exercised by the legislature of Ontario. There is no prospect of any kind of decent and sufficient railway service being given to this province until the legislature and the government of the province take up the question and bring the situation to a crisis.

For some reason or other, Ontario is a by-word in Montreal, and especially so in Montreal railway circles, and any suggestion to improve the railway service of this province is immediately tabooed by these gentlemen in Montreal, whose chief energy seems to be to expand the railway equipments outside of this province and to build transcontinental railways, and to promote land sales in the west, and to maintain a monopoly of telegraphs in the west, and things of that kind, rather than to give a proper service to the province and to the people who supply the main, and certainly the most profitable, portion of their revenue. They defy the law and repudiate their statute obligations, and no court or crown officer has the courage to enforce them!

There will never be a decent railway service in this great, rich and prosperous province until both the Grand Trunk and the Canadian Pacific put their respective services in charge of a chief executive, with the rank of vice-president, with full power to spend money on the improvement and expansion of the system in proportion, at least, to its earning power, and even its borrowing power.

And even more than this we have a right to, and it is that all the engines, all the cars, switches, rails, etc., used in this province be made in this province. At present Ontario is allowed to supply cedar telegraph poles, if they are cheaper than they can be had in New Brunswick, and our people have the privilege of being victims of a smash-up every other day in the year!

Let Attorney-General Foy issue a warrant for the arrest of Sir Thomas Shaughnessy, and we may get at the true cause of yesterday's disaster on the Orangeville horseshoe curve.

STILETTO WIELDER IN.

Italian, Wanted for Over a Year, Nabbed by Toronto Detective.

After the Buffalo police had searched in vain for Giuseppe Pantano, an Italian wanted since May 2, 1906, for stabbing Francesco Dinunzio, a fellow-countryman, at 65 Main-street, Buffalo, he was arrested in Chestnut-street by Detective George Kennedy last night. The man was pointed out by Dinunzio. He will not fight extradition.

The stabbing followed a quarrel and Dinunzio came close to death, suffering eight stiletto wounds.

STEAMSHIP ARRIVALS.

Sept. 3	At	From
Domino	Liverpool	Montreal
R.P. Wilhelm	New York	Bremen
Carmania	Boston	Liverpool
Montfort	Liverpool	Montreal
Oceanic	Plymouth	New York
Finland	Antwerp	New York
Kaiser W. der G. Cherbourg	New York	Westernland
Philadelphia	Queenstown	

JUMPED THREE FLATS.

Man, Temporarily Deranged, Escapes Very Serious Injury.

Yesterday morning John Turner, who, with his wife, resides with Henry Hobbs at 382 College, while temporarily insane, jumped from a three-story window, breaking ribs, besides being badly bruised.

He was taken to the General Hospital.

CHINESE SMUGGLING PLOT.

OTTAWA, Sept. 3.—The officials of the customs department expect, as a result of the capture of 12 Chinamen landed yesterday in Cape Breton, to unearth a systematic organization for smuggling opium into Canada from Newfoundland.

Fine Salt—that dissolves quickly

on the food—flavouring deliciously—never gritty, never bitter, WINDSOR TABLE SALT, of course!

SEEK KILLED AND SCORES WURT

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third coach when the crash came. He was thrown heavily to the top of the car, and then back to the bottom, and finally wedged between a seat and some broken wood. He sustained several severe scalp wounds and was out about the legs and body. He will recover. She was pinned under a broken seat.

Mrs. Conn had to be sawed out of the wreckage, presently she lay at George Baxter's farm house, and her life is despaired of. Her legs were mangled and her shoulders crushed.

Mrs. Wright is at the McLeash home with her arm torn off and severe fractures of her limbs and several broken ribs. Both legs were badly bruised and her physician does not hold out a great hope for her recovery.

In the third coach, where four of the seven were killed, was probably the most remarkable escape of the awful disaster.

R. A. Jelly of Shelburne, with his wife, was sitting close to the window. In his arms he held his 2-year-old baby. Armstrong, one of the victims, sat right in front, while Tucker was a few seats away.

To The World Mr. Jelly was glad to say that he and his wife and the babe got out of the carnage without a scratch. "I can't tell how. The baby was in my arms. In a twinkling all was dark and the baby shot thru the window. How I got out or the wife I don't know. The baby did not know she was hurt, and never opened her mouth until she could see me, when she cried. Not one of us had a bruise."

Wreckage Cleared Away.
Pathetic scenes were witnessed by hundreds of people all day and long into the night as the wreckers worked under the direction of Chief Despatcher A. L. Smith, who had every piece of wreckage gone over to assure that no one was still under that awful mass.

The whole countryside turned out to help, for the news spread like wildfire. From Bolton, Orangeville and Caledon they came, and every assistance was given to the wounded people. James Carr, a section man in the neighborhood, who resides at Melville Junction, was a witness to the tragedy. He was crying when he reached the scene, for he thought the blood of women and children would soon cover his hands.

When he reached there, he helped around as best he could, and when the first man was taken out a victim of the awful carelessness, he approached to have a look, and recognized his own brother. The old man's sorrow was indescribable.

Harold Suffered.
When the strong arms rushed to help an elderly man from under a heavy mass, where his leg was tightly meshed, he said: "This is mighty bad boys, but it might have been worse." His words cheered the helpers on to a great effort, and soon the pile of broken cars had given up, dead and alive, their weight of humanity.

Dr. S. Allison of Caledon East opened the inquest at Peter Baxter's house at 6 o'clock.

Fourteen jurymen were sworn in, as follows: Rev. Stanley Robinson, William Gray, John Ferguson, Alex. McLeash (foreman), Thos. Gray, Chas. Judge, William Warnock, Thos. Sweeney, Christopher Cranston, Joseph Rutherford, George Atkinson, Peter Baxter, Daniel Harrigan and Daniel Hanton.

Conductor's Heroism.
To Conductor Grimes is due great credit that the loss of life was not much greater. He was in the fourth car when the wreck took place. His presence of mind did not leave him for a second. He stood on a seat, and waved his arms, and with a voice like thunder shouted: "Sit down! Sit down!" The passengers obeyed; there was no panic, the cars toppling over and over. Then the people got out with slight cuts and bruises.

SURVIVORS TELL OF WRECK

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to alleviate the sufferings of the wounded.

A Woman's Experience.
Mrs. J. T. Caldwell, wife of Rev. Dr. Caldwell of Fiesherston Methodist Church, who suffered severe cuts about the head and left eye, told The World what she could remember of the wreck as she lay in the relief train at Dupont-street.

"Look at that," she said, holding up what had once been a pretty hat. "Isn't that the toughest hat you ever saw for a minister's wife? It was torn from my head as our car rolled over."

"I was sitting with my husband and another gentleman. I noticed that the car was going at a terrible speed on that awful curve. Then our coach

turned over; something struck my head. Thank God there was no fire." Mrs. John Wilson, Markdale, wife of Rev. Mr. Wilson of that place, was in the worst part of the wreck, and emerged by a miracle from the demolished coach with only a painfully wrenched knee.

"Our coach was smashed to splinters. That is all I remember," she told The World as she was carried to a cot in the hospital.

Doctor's Wife Is Nurse.
Mrs. W. H. H. Edington, with her husband, Dr. Jeffs, was on the train immediately behind the wreck. They arrived upon the scene 10 minutes after the wreck, and Dr. Jeffs was the first surgeon on the spot. He turned in and worked until others arrived. Mrs. Jeffs, who helped her husband with his work, told The World as she worked about the relief train, of the scene.

"It was terrible," she said, "but there was work to be done, and that helped me. After the men had done the heavier work of taking the injured from the wreckage there was much that a woman could do."

Women Fainted.
"Most of the women survivors had fainted, or were in hysterics, and all had to be sent back to Caledon to be cared for by sanitarians there."

"The nervous man I ever saw in my life was an old gentleman with a broken leg. He was lying on the platform of one of the wrecked cars. His face was white with agony. His hands were clenched and his teeth bit thru the flesh of his under lip as he kept back the cries which his suffering tried to force from him. As a physician came up to him and instructed myself and another to remove him to the side of the track, where he could be attended to, the old man cried hoarsely: 'No! No! Do, attend to the others. Take the women first.'"

"I never saw a finer, more self-sacrificing courage, and," concluded Mr. Thompson, my belief is that no greater since I witnessed that scene than this has ever been."

REV. J. T. MORRIS' STORY.
Rev. J. T. Morris, Owen Sound, formerly of this city, and a brother-in-law of ex-Ald. Brandon of 299 Beverley-street, Toronto, was on the regular train which followed up the excursion and was on the scene as soon and probably sooner than any other man not on the fatal excursion.

There were three Armstrong brothers on the doomed train," he said last night. "When I jumped off the forward car of the regular, which was closely following the excursion train, I found one of these brothers sitting at the side of the track, and when I approached him, asking him where he was hurt, the man was sitting with his head in his hands and he said: 'Mr. Morris, I'm killed!'"

"At first I thought the man had been stricken insane. On his right hand lay a body and beyond that another. A young lad of tender years was standing nearby crying as if his heart would break."

"After answering my question Armstrong stiffened up a trifle and said: 'Do you see the man dead next to me?'"

"The boy standing there is his son. The next man is also my brother and he's broken up in such a manner I don't believe he can live. 'I'm dead,' the strong Armstrong, who had escaped without an injury, answered. 'Leave me alone, Mr. Morris.'"

Rescued Brother's Body.
"I never met but one nobler man than this Armstrong brother. There he sat, uninjured, but 'dead' as he said. He had gone into the wreck as I afterwards learned, and dragged his brother's son from the wreckage. As he was taking his nephew from the wreck he saw his two brothers lying unconscious. He got the boy free and crawled back. In the darkness he brought the boy's dead father out. Leaving the body for the distracted son to guard the faithful brother again went into the hole in the wreckage and dragged out his other brother. This man, brother, and the boy were all dead."

Rev. Mr. Morris said this last Armstrong was so badly injured that he could hardly recover."

THE DEAD.

Richard Bell, Who Died in Hospital, Made Will on Train.

Richard Bell, Shrigley, Ont., died at the Western Hospital in this city at 9 o'clock last night. His injuries were to the back and internal. He was an old man, about 70 years of age, and a retired farmer.

He was conscious up till a short time before his death and made his will in the train on the way down. He was witnessed by a nurse and house surgeon, and shortly after signing it the old man became unconscious. He is said to have two children. The chief coroner, who has been no

EATON'S DAILY STORE NEWS

Men, Your Fall Suits



It's easy for you to select your new Fall and Winter Suits, confident that they will be priced right, quality right, and strictly up-to-date. We'll guarantee the surest satisfaction. Visitors should pay Eaton's Clothing Department a visit.

For 8.00: Domestic and English Cloths, in neat pattern of medium and dark greys and browns, single-breasted saque styles, good linings, sizes 36 to 44.

11.00: Heavy Worsted Finished Tweeds, in dark brown and olive patterns, with colored overplaid, single-breasted saque shapes, perfect fitting.

12.50: Imported English Cloths, fine colored worsteds, neat designs, single-breasted.

Black Suits of Fine English Clay Twills, also smooth finished vicuna cloths, fashionably cut saque coats, strong interlinings, the suit 15.00

Eaton's For the New Fall Suit

MAIN FLOOR—QUEEN STREET.

THE T. EATON CO. LIMITED

190 YONGE ST., TORONTO

tified, allowed the body to be removed. The relatives have notified Harry Ellis, undertaker, that they will be in the city to-day.

He has relatives in the city, his employer was on the train with him. The inquest will be continued on the 10th inst. at 11 o'clock in Hanton's Hall at Caledon East.

Bro. Banks was a farmer in Mulmur Township.

Burston was a hired man on a farm near Walter's Falls. His employer was on the train with him. The inquest will be continued on the 10th inst. at 11 o'clock in Hanton's Hall at Caledon East.

CREW FROM JUNCTION.

Herb Martin, the Fireman, May Die From the Scalds.

The train crew was composed of Toronto Junction men. Matt Grimes was conductor, Wm. Hodge, the engineer, and Herb Martin, fireman. Of these Martin is the only one hurt. Unfortunately Martin was caught as the engine turned over and was pinned beneath it for some time. He was enveloped in steam and when taken out was terribly scalded. He is about 22 years of age, and has been firing for two years.

A Remarkable Player Piano.

Entirely different to other player-pianos is the new Heintzman & Co. piano exhibit of this firm at the Canadian National Exhibition. It is the only player-piano containing a metal action—a feature of very great value. Visiting musicians have shown much interest in this player-piano. The interest has, in fact, been general, and it is worth the time of any one interested in musical affairs to enquire at the exhibit for this instrument and have its several special features explained.

Crushed by Train.

CHATHAM, Sept. 3.—(Special).—Patrick Scully, aged 35, of Paris, had his two legs cut off while trying to board a freight train at the C.P.R. station last night, from the effects of which he died in the baggage room of the station a few minutes later without regaining consciousness.



ONE OF THE INJURED Who With Her Head Wrapped in Bandages Was Assisted to a Carriage.

"The Light Beer in the Light Bottle"

—clear as crystal
—sparkles like diamonds
—mild, yet full flavored
—costs about half as much as the imported beers

O'Keefe's Pilsener Lager

Money cannot buy better Coffee than Michie's finest blend Java and Mocha, 45c lb.

Michie & Co., Limited

ELEVATOR CABLE SNAPS.

Car in Board of Trade Building Falls From First Floor.

With the operator and J. E. Richards, merchant of Dundalk, as passengers, an elevator cable in the Board of Trade building broke about 2 o'clock Tuesday afternoon at the first floor and crashed to the basement.

Mr. Richards, who is a member of the Board of Trade, was coming down from the fifth floor. He was badly shaken up, but escaped with no bones broken. The operator was also considerably shaken up.

FARMER TRAMPLED TO DEATH

While Stabling Horse, It Was Frightened by Pig and Knocked Him Down

MEAFORD, Sept. 3.—Joseph H. Taylor of Grieresville, a much respected farmer, 46 years of age, was trampled to death by one of his horses while removing the harness after the day's work. It appears that the horse had been frightened by a pig which had got into the stable.

Teachers Missing.

An enrolment of about 30,000 children, and 15 teachers absent, were reported at the opening of the schools yesterday.



FURRIERS

H.M. and H.B.H. Queen Alexandra and The Prince of Wales.

RUSSIAN PONY COATS

Coats of Russian Pony—natural or dyed—will be very popular this winter, and already we are showing a number of pretty styles in this fur.

Very effective is a coat of Black Russian Pony, with Black Lynx shawl collar. The coat is 26 inches long, and made very full and loose. Seams are piped with leather. Price \$90.

Another pretty coat is of Natural Russian Pony, and is 20 inches long; made with the new wide shoulder effect, trimmed with braid and buttons. Price \$75.

HOLT, RENFREW & CO.
5 King Street East

Growth of Royal Arcanum.

Referring to the growth of the Royal Arcanum, The World did not give sufficient credit to that order. The Royal Arcanum has paid \$12,000,000 to beneficiaries, of which \$2,000,000 has been paid in Ontario and over \$465,000 in Toronto alone. The membership of the order is about 250,000.

DIVIDEND NOTICE.

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THE TRADERS BANK OF CANADA

DIVIDEND NO. 46

Notice is hereby given that a dividend of One and Three-quarter Per Cent. upon the paid-up capital stock of the Bank has been declared for the current quarter, being at the rate of Seven Per Cent. Per Annum, and the same will be payable at the Bank and its Branches on and after

THE FIRST DAY OF OCTOBER NEXT

The Transfer Books will be closed from the 16th to the 30th of September, both days inclusive.

By order of the Board.

H. S. STRATHY,
General Manager.