

Choice factory or warehouse site, 53 feet front, 200 feet deep; bargain for quick sale.

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Through a collision on the sidewalk with both were hurrying along with bent heads, each recognizing in the other a childhood sweetheart, whose parents had prevented a marriage.

Each had been looking for the other for four years without success.

Foley accompanied Miss Barber to the residence of mutual friends, where the announcement was made that the long-delayed wedding would be celebrated in a short time.

Over 10,000 people witnessed the launching and it will be held as a memorable event in the history of Collingwood. The town took to the streets for the occasion, and for hours before the time named thousands were grouped in and around the yards.

Many visitors arrived via special train, from the transportation and railway circles.

Amongst the large number of guests present were: George T. Bell, passenger traffic agent, Montreal; D. Swan, general manager, G.T.R., Toronto; J. E. Quick, general passenger agent, G.T.R., Toronto; E. W. Smith, superintendent dining and motor car department, Toronto; J. D. McDonald, district passenger agent, G.T.R., Toronto; W. Bunton, general manager, Albert, Peterborough, John Boyd, agent, G.T.R., Sarnia; W. R. Tiffin, superintendent, G.T.R., Allandale; Capt. C. H. Nicholson, traffic manager, Northern Navigation Co., Sarnia; S. Hewitt, traveling freight and passenger agent, Sarnia; George A. Proctor, mayor of Sarnia; David Milne, reeve of Sarnia; Albert Johnson, deputy reeve of Sarnia; P. Carberry, chief draughtsman, Collingwood Shipbuilding Co., Sarnia; H. S. Strath, ex-general manager, Northern Bank, Toronto; Arthur White, formerly, district manager, G.T.R., Toronto; Charles T. Smith, general manager, and O. Navigation Co., Montreal; Capt. Gilbert Thomson, mechanical superintendent, G.T.R., district passenger agent, G.T.R., Sarnia; J. C. Stevens, Lockaway Steel Works, Sarnia; Herbert Hammond, son of president of Northern Navigation Co., Toronto; Barlow Cumberland, Toronto.

How It Happened.

Mrs. H. H. Gildersleeve, wife of the general manager of the Northern Navigation Co., christened the steamer, breaking the customary bottle of champagne upon the vessel.

The bottle was the signal to cut the fastenings and the great vessel of steel plunged into the water at exactly 2:30 o'clock.

The launching was witnessed by a large number of people, and the boats in the harbor and buildings throughout the town were vigorously blown in honor of the occasion.

In the tremendous backwash caused by floating timbers were tossed violently about and an Italian had his ankle broken by a section of planking.

When the Harmonic, which is named after President Hammond, left the pier, the Harmonic joined the fleet of that company next June, it will be the fastest and most up-to-date vessel in the Canadian service.

The ship's dimensions are: Length over all, 365 feet; length between perpendiculars, 341 feet; extreme breadth, 46 feet; moulded depth, 27 feet; gross tonnage, 5,000 tons. The main dimensions are only a little less than half those of the new Cunard giant, Mauretania. She will operate on the route between Sarnia, Sagin, Ste. Marie, Port Arthur, Fort William and Duluth, in connection with the G.T.R. and C.T. & P. railways.

There will be a cozy accommodation for 400 first-class and 75 second-class passengers, as well as officers and crew numbering 40 in all.

At the banquet.

Immediately after the launching about 300 of the shareholders and guests of the company were entertained at a banquet in the draughting loft of the Collingwood Shipbuilding Co., which was prettily decorated.

Among those who spoke in proposing and responding to the different toasts were: James Smith, manager, Collingwood Shipbuilding Co.; Peter Paton, president board of trade; Capt. Nicholson, traffic manager N. & C. F. A. Litt, Barrie; Capt. Alex. McDougall, G.T.R.; J. Bell, general passenger agent, G.T.R.; Joseph Clark, editor Saturday Night; David Williams, Barrow Currie, M.P.; and Barlow Cumberland, on behalf of the Town of Sarnia, George A. Proctor, mayor of Sarnia, presented the N.N.C. with set of colors for the Harmonic. Mr. F. E. Litt received the colors on behalf of the N.N.C. instead of President Hammond, who is seriously ill.

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Windy City "Blow" Reunites Old Loves

Former Windsor People Bump Together in Street and Will Soon Wed.

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AGENT IMMUNE FROM TRADE PROBE

Further Evidence at St. John That Supply Men Were Liberal With Presents to Department Officials.

ST. JOHN, N.B., Nov. 26.—(Special.)—An interesting feature of to-day's session of the marine enquiry was the refusal of counsel for Marine Agent Harding to put his client on the stand.

A young man employed in Harding's office was the first witness this afternoon. She knew of Mr. Harding making many checks payable to cash, but did not know where they went.

Harding had a paralytic stroke last year and is now far from well.

Evidence to-day showed that officials were in the habit of getting small presents frequently and had the privilege of getting goods at contractors' stores without paying any bills.

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PLUGGED THREE FOR CONNIE KEEFER

Impersonators Instructed By D.R.O. How to Vote—Poll Clerk Advised His Chief to "Cut it Out."

PORT ARTHUR, Nov. 25.—(Special.)—The election conspiracy charges against J. W. Armstrong, J. Hubert and R. Lethen, jointly proceeded, but slowly, on account of vigorous objections and technicalities of defending Counsel Cassels, Dowler and Keefey.

Poll Clerk Harry Hogarth testified that the trio, Jim Morrison, were to gather up men in Port Arthur, while J. W. Armstrong was delegated to similar duties in Port William.

Armstrong and Morrison, minors, already convicted of impersonation, told of gratuitous supplies of liquor and cigars on the train.

Armstrong did not get out at Dexter, but went on past.

Witnesses told of J. Hubert, outside scrutineer, telling them when and where they were to go in to the poll.

Inside they were coached by Deputy Returning Officer Lethen, how to vote for Connie, Liberal candidate. Arnot further said he only voted after being urged and then after being coached to vote for Connie had deliberately marked his ballot for Keefey.

Tomlinson testified that he had voted three times for Connie and once for Keefey. He stated that a man named Morrison cast eight votes during the day.

Poll Clerk Hogarth stated that after a number of persons he had told Lethen it was about time to cut it out. The deputy replied that he was boss and that all Hogarth had to do was to act as poll clerk and that all men who came in with names on the list would be allowed to vote.

He also told of Bert Newton, Conservative scrutineer from another part of affairs, and during the evening Newton asked \$2000 to keep quiet. This latter part the evidence was begun Hamilton Cassels, K.C., made the plea that the statute did not warrant indictment when it was about time to cut it out.

The point was debated an hour, but the judge said the case must go on, promising to consider the question of a reserve case.

At the banquet.

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UNIVERSITY GOVERNORS TO START NEW BUILDING

No Funds to Complete Home of Faculty of Education.

At a meeting of the board of governors of Toronto University yesterday it was decided that only a section of the proposed building for the faculty of education be proceeded with this year.

The property committee was instructed to report upon the cost of an administration building and lecture-room and the accommodation for 200 high school pupils. The original requirements, as represented by the superintendent of education, would have provided for 100 pupils in the high school and public school departments.

Original plans for the new building which is to be erected on Bloor-street, between Spadina-avenue and Huron-street, called for an expenditure of \$600,000. These were reduced to \$400,000, but this large expenditure was found to be beyond the revenue of the university and yesterday's action of the board of governors is the result.

The Finance went down ten minutes after the collision, carrying to their death three of her passengers and one of her crew.

The rest of the passengers, which included 19 women and 14 children, and the others of the crew, were rescued by the boats of the George.

The freighter was not damaged.

Of the passengers lost one was a woman, Miss Irene Campbell of Panama, who clung frantically to the rail of the sinking vessel and could not be persuaded to release her hold. Not even by force were the women from their small boats able to remove her.

Wm. H. Todd, third assistant engineer, jumped overboard and was lost.

When a roll of the passengers of the Finance was called it was found that Chas. Schweitzer, a policeman of Panama, and Henry Culler, a rail road conductor of Panama, had disappeared, and there is little doubt that they were drowned.

The disaster occurred in the main ship channel, of Sandyhook at 8 o'clock this morning, as each vessel was groping her way thru a fog that has hampered or held up traffic in local waters for the past three days.

The prow of the freighter penetrated the side of the Finance nearly ten feet, tearing away an unoccupied stateroom and leaving a ragged hole thru which the water rushed in. The Panama steamer heeled far over to starboard, while men and women, many of whom had been awakened from a sound sleep, were thrown from their berths. Hastily covering themselves with bed clothing and making little attempt to dress, they rushed to the main deck, which was fast sinking to the surface of the water. Many of the passengers jumped overboard before they could be restrained.

Will Re-Wed Here.

NEW YORK, Nov. 26.—The World's Paris correspondent cables: Princess Helle de Sagan, formerly Miss Anna Gould, New York, will apply for a separation within two months and will sooner or later, re-wed her first husband, Count Boni de Castellane. The World is informed on high authority.

BREVITIES.

A woman slammed a door in the G.T.R. ticket office, at King and Yonge-streets, so violently that one of the big plate glass windows was shattered.

While using a shaper, Harry Newton of 5 Camden-street, a hardware worker, gasped his right hand so badly that he had to have the injury treated at St. Michael's Hospital.

Brantford school teachers will visit the city schools to-day.

The reports this year of the factory inspections will show that the factories in Ontario have increased, but the number of accidents in them has decreased. It is largely by reason of education of both the employe and employer, and a more humane point of view all round.

GEORGIC RAMS LINER IN A FOG

Latter Sinks in Ten Minutes, Carrying Down Three of Her Passengers and One of Her Crew.

NEW YORK, Nov. 26.—In the thick of a fog off Sandyhook to-day, the stout steel freighter Georgic of the White Star Line rammed and sank the light-laden Panama Line steamer Finance, outward bound, with 36 passengers.

The Finance went down ten minutes after the collision, carrying to their death three of her passengers and one of her crew.

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