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The Toronto World

TWELVE PAGES. — FRIDAY MORNING AUGUST 26 1910. — TWELVE PAGES.

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24 Victoria Street, Toronto.

30TH YEAR.

DEATH LIST REDUCED TO SIX IN WRECK HORROR AT DURAND

Responsibility for Rear-end
Collision Which Destroyed
Pullman Car Has Not Yet
Been Placed — Brakeman
Said to Be Missing.

STRIKEBREAKERS SAID
TO FORM THE CREWS

THE DEAD.
James McBean, Chicago.
Mrs. Alma Woodward, en-
route Belvidere, N.D. to Port
Huron, Mich.
Miss Marie Inwood, nurse
accompanying Mrs. Woodward.
Mrs. Squires, Chicago.
— Squires, 10 years old.
Mrs. E. M. Gilpin, Chicago.

INJURED.
Mrs. Leslie Decker, Tavi-
stock, leg and thigh broken.
Albert J. Watts, Edmonton, Alta.
Mrs. F. H. McBean, Chicago,
mother of James McBean, who
was killed.
Mrs. S. A. Shultz, Chicago.
Clinton A. Davis, Montreal,
son of Mrs. Woodward, who
was killed.
George Nelson, fireman of the
second train, probably fatally
scalded.
Burt Mitchell, engineer of the
forward train; crushed; may
die.

DURAND, Mich., Aug. 25.—Superintendent Ehrke of the Grand Trunk
railway gave out a statement to-night
that six passengers were killed, five
were injured and eight escaped with-
out injury from the telegraph Pull-
man car in the Grand Trunk rear-end
collision, three miles east of here, late
last night, when the Pullman car Ne-
braska, in eastbound train No. 14, was
demolished and set on fire by the lo-
comotive passenger train No. 4.
The forward section of No. 14 had
stopped because of an accident to the
strikes and Engineer Mitchell had
climbed under his engine to locate the
trouble, and was still there when the
crash came.
The locomotive of the section follow-
ing No. 14 plowed half way thru the
sleeper Nebraska, and the locomotive's
front end set fire to the car.
The passengers in the rear berth
had not the slightest chance to escape
and those not killed by the crashing
burners as the locomotive forged thru
the sleeper were burned to death in
the fire that followed.
The cause of the wreck is veiled in
mystery and an inquiry will be held
by Coroner Patchell. The state rail-
way commission will also likely con-
duct an enquiry, as it is stated that
former strikebreakers figured largely
in the crews of both trains that crashed
in the wreck that followed.
"If the Grand Trunk had been a lit-
tle more prompt in fulfilling its prom-
ise to its former employees, the wreck
would probably not have occurred,"
said R. M. Branton, president of one
of the brotherhoods of railroad train-
ing locals. "The crew of the wrecked
passenger train was evidently in-
experienced."

Where is the blame?
Railway rules demand that three
torpedoes be placed on the track at
least a mile back from a stalled train,
that a brakeman remain there with a
flashlight and that warning signal lights
be shown at the rear of the stopped
train.
Brakeman G. R. Graham declares he
placed the torpedo a mile from the
train and was on his feet when the
train nearly ran over him, but that No. 4,
which left Chicago at 3:45 p.m. Thursday, 43
minutes after No. 14, paid no attention.
There was a faint stretch of track
and it was a clear night.
The continued absence of Brakeman
G. R. Graham, who disappeared last
night after the collision took place, has
been since been seen, has given rise
to suspicion that he is not too sure of
himself. Conductor Lacy, who was in
charge of No. 14, has only been in the
railway service since last month, at
which time he was reinstated after an
absence of six years.
Lacy says the brakeman went back
half a mile, and perhaps he did, but
Engineer Spencer says he hit the tor-
pedoes and caught sight of the train
ahead at almost the same instant.
Graham was taken on less than three
months ago, but the railroad people
here say both are competent and de-
pendable employees.
Engineer Spencer's story is different.
"We were almost upon No. 14 when
we struck the torpedo," he says. "I
heard it all right, but there was no
time to stop. I jammed on the brakes
and called to Nelson, my fireman, to
jump. I made a flying leap and land-
ed in the ditch. Nelson did not get
away fast enough and was crushed.
Both my ankles were crushed and I
could not move."
"I tell you the tail lights of No. 14
were not going and the torpedo was
placed so close to the rear of No. 14
that I didn't have time to stop."

Passengers' Statements.
Passengers say they heard the de-
tonations of torpedoes and that the
crash came almost at once, being
about 15 minutes after No. 14 had
stopped. Some say that the collision
was not severe, one woman thinking
that it was another car being coupled
on. All say that fire took possession
of the wrecked car almost at once.
There was little or no alarm given
by the groans and cries which usually ac-
company a railway wreck. Physicians
were brought from Flint and Durand,
but were nearly one and a-half hours
in arriving.
Mrs. Alma Woodward, killed, was an

Canada and the National Policy

Thirty years and more have passed since the present tariff system
of Canada came into operation. A generation has arisen to whom the
causes which compelled its introduction are not matters of personal
knowledge, but of historical record, and many are insufficiently in-
formed regarding the important consequences that followed imme-
diately from the adoption of the National Policy.
Public sentiment in favor of higher protection, especially against
the United States, was slow to mature, and only crystallized after the
failure of repeated attempts to procure a renewal of the reciprocal
trade agreement which had been abrogated by the government of that
country and closed on March 17, 1886. During its existence Canada
was fairly prosperous thru the exchange of trade with her powerful
neighbor, but developed few manufactures of her own, since these
could not compete with the more advanced industries of the
republic.
Nevertheless, after Confederation, in 1867, the early years of the
Dominion were prosperous, and free trade among its provinces helped
to encourage home production. This favorable condition lasted until
the great depression in trade which began in 1873 and was coincident
with the ministry of the Hon. Alexander Mackenzie. An increasing
public debt and expenditure, a diminishing revenue and the com-
mercial crisis all combined to stimulate public interest in the tariff
question. By dumping new goods on the Canadian market at
slaughter prices the United States manufacturers threatened to destroy
Canadian industries, while the Canadian farmer, with only a limited
home market, found but small relief in foreign exports.
Under these circumstances Sir John A. Macdonald introduced, in
March, 1876, his famous resolution in favor of a final policy of
protection for the mining, manufacturing and agricultural interests
of the Dominion, to which effect was given on March 15, 1879. That
policy has done great things for Canada. Before the end of 1879 its
beneficial effects were clearly in evidence, and the extraordinary
expansion of the Dominion in all directions, if not attributable exclu-
sively to the National Policy, is at least largely due to its potent
influence.
Canadian conditions have changed. The Dominion is no longer
economically dependent on the United States. But there are in Canada
sections interested working for the restoration of that dependence.
This agitation The World believes to be a device to divert public
attention from the National Policy, and it proposes to publish a series
explaining the National Policy, recording its results and justifying
its continuance.
The first of these will appear in to-morrow's (Saturday's) World
and will be followed at brief intervals by others dealing with Canada's
industrial and commercial progress; the development of United States
capital and manufacturing establishments; the advantages attending
the conservation of national resources for the upbuilding of national
industries; the encouragement of the trade movement east and west
and the value of inter-imperial preferential trade to Canada and the
empire.

Railway Policy That Kills.

Inefficiency in operating force was
the contributing cause of a C. P. R.
employee's death at Galt this week.
What is gained if one employee's wages
are saved to the company at the cost
of another employee's life?
If current rumors are true, a policy
of revenge upon the recent strikers,
the vindictive failure to reinstate old
and tried employees on the G.T.R., had
something to do with the most recent
disaster on that road.
Surely human life is more valuable
than a few crimson dollars added to
the earnings of a railway company.

CITY WAS NOT TO BLAME FOR IRVINE BOY'S DEATH

Jury Found Proper Care Taken in
Bathing Station—Inquest on
Douglas Allen.
The verdict of accidental death was
returned by the jury at the inquest
held by Coroner Dr. J. M. Cotton last
night, into the death of Johnny Irvine,
the boy drowned at the city bathing
station on Fisherman's Island. No
blame was attached to any of the at-
tending circumstances.
The bathers were in charge of
William Ramsden, and he said young
Irvine and another boy, Burnett, had
slipped out into the water after he
had gathered them all into the shower
to return on the ferry, and while his
back was turned. The first intimation
he had of the boys being in the water
was when he saw one of them with
his hands in the air in distress. He
swam out 25 yards beyond his depth
and got Burnett.
He had always given the boys in-
structions not to go into water deeper
than the armpits.
The First Accident.
Property Commissioner Harris said
this was the first drowning since he
had taken charge of the city baths
in May, 1907. In that time 570,000 had
been in swimming, over 100,000 at this
station. The placing of a limit as to
how far children should go out into the
water was impracticable, because there
were all ages bathing, from adults
down to children 6 years old. They had
a man at the pier to protect children
from the pier, but the children were
embarking and disembarking from the
boats, a man patrolling from the wharf
to the breakwater, and another man
in the boys' shelter, and a patrol in
the girls' shelter.
Douglas Allen's Death
That death was due to a rupture of
the liver, following blood to gush into
the abdomen. The report of Dr.
Singer, who conducted a postmortem
on the body of 4-year-old Douglas Al-
len, who died on the street, supposedly
from a fall while trying to book on to
Bolton-avenue ladder truck, while it
was being returned from the black-
smith's.
Coroner Graham's jury returned a
verdict of accidental death, but recom-
mended that firemen should take spe-
cial care to prevent children climbing
on the apparatus.

BOY MAY KNOW CAUSE OF FIRE

Warrant Issued by Police, Who
Hope to Solve Mystery of
Wellandport Con-
flagration.

WELLAND, Aug. 25.—(Special.)—The
Village of Wellandport suffered a ter-
rible fire early this morning, whereby a
large portion of the northern half of the business
section was wiped out, with a loss of
\$300,000, one-third covered by insur-
ance.
The origin is a mystery. It broke
out from a general store at 2:30.
There were no lights on there
about the place and everything was
in good shape when Goring had locked
up at 11 o'clock. The south side was
not touched.
Suspicion exists that Arthur Powell,
an English lad, aged 15, employed by
Emerson Jamieson, a farmer, knows
something about the fire. Powell
disappeared from the Jamieson home
about midnight, taking one of Jamieson's
horses and a buggy. This morning
at 11 o'clock he was seen driving
west at Smithville. A warrant has
been issued.
Manager Urquhart of the Sterling
Bank was awakened at 3:30 by break-
ing glass, and found the front of the
Goring store ablaze. In half an hour
the flames were being fought by two
or three hundred villagers. Being
without regular appliances there was
nothing for it but to form a bucket
brigade. In two hours the fire had
burned itself out, for the buildings
were all frame. The south side was
saved largely by reason of the wind,
the Walter Misener's house, the Em-
pire store, Powell's house, and a store
owned by Sutherland, caught at differ-
ent times.
Losses are: J. R. Goring, postoffice
and residence, value \$1500; insurance
\$1200; W. E. Bickley, house and barn,
value \$1500; insurance \$1000; R. J. Gor-
ing, store building, general stock,
value \$15,000; insurance \$4000; J. H.
Haber, barn and dwelling, value \$1000; in-
surance \$850; W. T. Sutherland, shop
and contents, harness and implements,
house and contents, value \$3000; insur-
ance \$1500; W. A. Bickley, house and
barn, value \$3000; insurance \$2000; A.
A. Ross, M.L.A., owner, value \$3000;
insurance \$2000; F. Platt, barn, H. B.
Brooks, owner, value \$1500; no insur-
ance; the escaped man named Robinson
was also badly injured, but will re-
cover.
The Gore Mutual of Galt carried
most of the insurance. Galt Goring
announced that he had not rebuilt,
but James A. Ross, M.L.A., has de-
cided to at once begin the construction
of a brick block store and office.
Adam Smith, a farmer, four miles
north of Wellandport, has a town-
to-day a number of charred stumps
that had dropped on his farm.
In 1893 another fire of this kind was
destroyed. Galt Goring is the only
one who suffered in both fires.

FOOTBALL INJURIES FATAL

Ernest Savage Dead, While Another
Player Is Badly Hurt.

BRANTFORD, Aug. 25.—(Special.)—
Ernest Savage, son of Geo. Savage,
farmer, of Hatchley, is dead from in-
juries received while playing football
in a game between Hatchley and Hat-
chley last night. The game was very rough.
Savage made a check on Chas. Rasmussen,
Hatchley player, who had the ball, and
it is thought he received Rasmussen's knee
in the stomach, causing internal in-
juries. A young man named Robinson
was also badly injured, but will re-
cover.
The wind was so strong here to-day
that it blew \$100 in bills of various de-
nominations from the counter of R. J.
Montgomery, local retail liquor dealer
out into the street. Montgomery re-
covered only \$100.
Detective Miller and other officers
last night searched a couple of board-
ing houses on Market-street for Tag-
gart, the escaped murderer from Ham-
ilton Asylum.

EARL GREY MAY ATTEND Possibility of Reaching Montreal for Eucharistic Congress.

OTTAWA, Aug. 25.—Sir Wilfrid
Laurier, who will conclude his tour
by a speech at Medicine Hat on Wed-
nesday, will at once return east with
a view of reaching Montreal in time
for the opening of the Eucharistic
Congress.
It is also stated that Earl Grey has
his eyes upon the big gathering in
Montreal the week after next, and un-
officially has reached here that
his excellency will cut out his visit to
Newfoundland, and will reach Mon-
treal early in September, instead of on
September 15, as originally con-
templated.

To-morrow is Tag Day.

It has been said that to-mor-
row never comes. You will be here
to-morrow and it will be Satur-
day. It is on the calendar and
all arrangements have been
made for its arrival. It is the
day when the big girls and the
little boys will go out to get you
tag for which you will
pay what you like, and the pro-
ceeds will go to swell the News-
boys' Home and Club Fund.
With the little tag who hushes
papers, there will be a queue of
hundreds of girls from F. W. Starr's
beauty show, "The Big Review,"
and many others, who will be queuing
business at the Star Theatre this
week. When one of these girls
gets after you, you haven't a
chance on earth. It is not a
question of how much you will
give. It will be, how much have
you got?

Toronto's First Relief Coming From C. N. R.

A Big System That is Shaping Up in Ontario, and That
Will Devote Itself to the Needs of This Province—
In Splendid Form for Giving Service.

The World's articles on the railway question in the Province of
Ontario have stirred things up and results are already to be noticed.
The Canadian Pacific are evidently going to do something of a rather
surprising character. Vice-President McNeill has found it necessary
to come to town and say that things will be doing in a very short time,
tho the details are not for the present made known.
But there is relief almost immediately in sight in the way of com-
petition with the Canadian Pacific and the Grand Trunk to the east of
Toronto, and of the rapid and quick delivery of imports from Europe
to Toronto right up to Sudbury.
This first and immediate relief is to come from the Canadian
Northern, which is rapidly developing in a great Ontario system. The
World got wind yesterday of the latest move in this direction, and it
shows how quickly the Canadian Northern moves and how extensive its
moves are. This latest move is the purchase of the Rathbun line, known
as the Bay of Quinte Railway, which touches Deseronto, Napanee,
Newburgh and Harrowsmith, Sydenham, and also has an extension
from Yarker north to Bannockburn, in Hastings County, and running
right also into Kingston over the Kingston & Pembroke from Har-
rowsmith south. This means that the Canadian Northern will change their
line east somewhat. They will construct, as already announced, their
line from Toronto to Trenton, and this is now being constructed, and
will be finished by Christmas; but they will also extend this line from
Trenton (south of the Grand Trunk) thru the City of Belleville to
Deseronto, on the Bay of Quinte, making the most southerly line in the
County of Hastings. At Deseronto they will get on the rails of the Bay
of Quinte Railway, referred to above, and run over that line from Deser-
onto, thru Napanee, Newburgh and Yarker, which latter two points are
some distance north of the Grand Trunk, to Sydenham, in the County
of Frontenac, a distance of, say, 30 miles. From Sydenham, or there-
about, to Ottawa is only 92 miles, and they propose to almost immedi-
ately build from Sydenham to Ottawa by way of Smith's Falls. From
Ottawa they have their line now completed to Hawkesbury, into the
Province of Quebec, to the City of Quebec with a branch from this lat-
ter line into Montreal. In other words, and this is the surprising an-
nouncement that The World is making—with the road already under
way between Toronto and Deseronto, which will be completed by
Christmas, the Canadian Northern has only to build some 30 odd miles
from the present terminal of the Rathbun line at Sydenham to the cap-
ital, and then the line is completed from Gowanda Junction away north
of Sudbury, right down thru Sudbury, Parry Sound and Key Harbor on
Georgian Bay to Toronto, and from Toronto to Quebec; making a third
great Ontario system and doing business into Toronto over all this dis-
tance and over the feeder lines in less than a year, giving compe-
tition to both the Canadian Pacific and the Grand Trunk, via the St.
Lawrence ports of Montreal and Quebec to the Atlantic traffic, to the
imports of Toronto from Europe. This is best illustrated by the fact
that the traffic that was most congested in the recent freight jam on the
C. P. R. was the imports of Toronto merchants from Europe, which had
been landed at Montreal, and have not yet been delivered. The Cana-
dian Northern has its own Atlantic line, so it can land goods from Eu-
rope and deliver clean up to Gowanda Junction, including Toronto.
The Canadian Northern in 1911 will be an active competitor for all
this business, and the Canadian Northern has only then the 500 odd
miles from Gowanda Junction (north of Sudbury) to Port Arthur to
build in order to have their transcontinental system completed from
Quebec to Edmonton; via Montreal, Toronto, Parry Sound, Key Harbor,
Port Arthur, Winnipeg, Edmonton. This is the biggest and mightiest
move of Messrs. Mackenzie and Mann in transcontinentalizing their sys-
tem and making themselves a great big factor in railway transporta-
tion in the Provinces of Ontario and Quebec.
It will be remembered that only a few weeks ago the Canadian
Northern also acquired the Central Ontario road from Picton north to
Bancroft, and that they also acquired the Brockville & Westport, and
also the Irondele line. These recent railway acquisitions in Ontario
total up 356 miles. These lines involve many other lines, as well as
cut-offs and loops for shortening and consolidation purposes. A short line
from Hawkesbury to Montreal will take the place of the present one by
Joliette Junction.
As soon as the Toronto and Ottawa line gets to Deseronto (this
winter) all the country traversed by the Central Ontario, Irondele &
Bancroft, Westport & Brockville, Harrowsmith & Kingston, Bay of
Quinte, becomes for the first time directly tributary to Toronto, about
350 miles. Toronto will also have competition with the Grand Trunk
from Toronto to Kingston and Brockville, and with most of the Cana-
dian Pacific between Toronto and Ottawa.

CANADIAN NORTHERN ONTARIO SYSTEM.

(From Winnipeg, to Montreal)	Miles.
Winnipeg to Port Arthur (built)	438
Branch: Port Arthur to North Lake, toward Duluth (built)	43
Port Arthur to Gowanda Junction (built)	70
Gowanda Junction to Toronto (built)	500
Branch to Key Harbor (built)	315
Toronto to Ottawa (built and building)	253
Feeders: Central Ontario (built)	162
Brockville & Bancroft (built)	50
Irondele & Westport (built)	44
Bay of Quinte (built)	100
Right of way, Harrowsmith to Kingston (built)	19
Ottawa to Montreal (built)	162
	2115

Leaving out the line about the north shore of Lake Superior, this
Ontario end of the system includes over fifteen hundred miles of rail-
way built, or to be completed, by 1911, and every mile of it making
new business or competitive rates for Toronto. It also makes the
Canadian Northern a steamship and rail route from Europe to Toronto
and all the points mentioned. The Canadian Northern have a line of
lake boats from Montreal to Port Arthur, so that they are to-day in
this way handling under one management western grain and return
freights from Bristol to the Rocky Mountains. The Canadian Northern's
headquarters will always be in Toronto, and other new lines of a rather
extensive character in this province are to be expected.

DUKE OF NORFOLK NOT COMING

Disappointment Because of His Ab-
sence From Eucharistic Congress.

MONTREAL, Aug. 25.—(Special.)—
The announcement made to-night on
behalf of Archbishop Bruchesi, that
information had been received from
England stating the Duke of Norfolk
could not attend the Eucharistic Con-
gress, has caused keen regret among
Roman Catholics.

POLICE CAPTURE BAD CHEQUE ARTIST

Identity is Rather Uncertain,
But He Seems to Have
Nearly Played Havoc With
a Local Jeweler and a
Bank.

Giving his name as John Bagley, but
real name being Charles V. Knightley,
of 15 East Beaver-street, New York, a
man was arrested last night charged
with obtaining \$700 worth of jewelry
by false pretences, and with uttering
a forged cheque for \$500 upon the
Bank of Commerce College-street
branch. He is also wanted in Boston
for a like swindle of \$250 upon a
steamer company, and is supposed to
warrant in Peckskill, N.Y., for uttering
a forged cheque for \$500. A woman,
believed to be his wife, is held on a
warranty charge, and with her is a
bright little lad of two and a half
years.
Bagley came to the city Wednesday
and resided at a down town hotel
at J. W. Jones and family of West-
ville, Ark. He went to the Ontario
Diamond Co. at 99 Yonge-street and
obtained \$700 worth of jewelry from
J. W. Jones, the manager. He pur-
chased and paid for a 360 diamond
ring for his wife, and asked if mark-
ed cheques would be accepted, being
told that they would, conditionally.
Yesterday he returned and obtained
a three-carat diamond ring priced at
\$50 and with the manager, went to
the Imperial Bank at Queen and
Yonge-streets. There he obtained a
cheque drawn on the Newburgh, N.Y.,
National Bank for \$200, perforated
and apparently certified. This satis-
fied the assistant manager, who said
he would honor it if endorsed by Mr.
Jackson, who did so.

Identified Himself.
At this time Bagley declared a note
of identification as John Bagley from
the People's Bank of Buffalo, but the
question of \$2 exchange on the \$200
cheque arose, and they decided to go
to the Bank of Commerce, and get for
the Newburgh National. There the
cheque was deposited, together with
another on the Imperial Bank, New-
burgh, for \$1500. There Bagley said
that he was rooming at 168 College-
street, and this was verified by phone,
it being afterward learned that he had
taken a room there, but that he had
said he was going to Rice Lake for
over Sunday.

Bagley went back to the store, ac-
companied by Jackson and obtained a
valuable stop watch and two ladies'
watches, worth \$200. He drew cheques
to cover this purchase and left, but re-
turned and secured another watch, worth
\$250. He paid a \$5 deposit and asked
that they be held for him.
Told Too Much.
To Mr. Jackson he declared that he
was formerly attorney-general of
Idaho, and that he had worked with
George Tait Blackstock, K.C., upon
some famous case in that State. The
late Cecil Rhodes, too, has given him
a wife a ring set with a costly ruby.
This talk, however, made Jackson sus-
picious, and he wired the Ontario
Bank and received a reply that the
cheque had never been certified. This
was at 5 o'clock, and Jackson hurried
to police headquarters.
Detective Tipton went out with him
while a watch was set at the stations
and wharves. About 8 o'clock Jack-
son saw Bagley riding east in a Bath-
urst street car on Front-street, and
street, and Tipton arrested him. The
woman and child were with him, but
were allowed to go to a restaurant
under escort.

Swindling Railways, Too.

Searched at headquarters, \$745.23 was
found on him in bills and silver, includ-
ing a \$100 and a \$50 Imperial Bank
note. The three karat ring, the stop watch
and one of the ladies' watches were
also found. The other lady's watch,
he said, had been given to his sister,
a Chicago street car ticket for \$100,
old sister, who has disappeared. He
had also a number of railway tickets,
three partially used,