

C. P. R. CONDUCTOR MAHONEY, OF THIS CITY, KILLED IN BRIDGE ACCIDENT NEAR GUELPH

Track Gives Way Beneath Tremendous Weight and Steel Rails Topple on Members of Construction Crew Killing Two and Seriously Injuring Two Others.

[Special to The Advertiser.]

Guelph, Jan. 31.—A disastrous accident, resulting in the loss of two lives and extremely serious injuries to two others, was the result of an attempt this morning to place in position the second girder of the first span of the new bridge on the Guelph and Goderich Railway over the Grand River at West Montrose, 11 miles from here.

THE DEAD.

Conductor Mahoney, of London, and Section Foreman McKenzie, of Listowel.

THE INJURED.

Bridge Foreman Amey, of Toronto, and Brakeman Simons, of Guelph.

WERE PLACING THE GIRDERS.

A gang of men, with George Corby, a Guelph and Goderich foreman of construction, and Charles Amey, of the Canada Foundry Company, Toronto, which had the contract for the iron girders of the bridge over the Grand River, have been engaged for some time past in endeavoring to put in the big girders, which will stretch from pier to pier across the river. Ordinarily this is not a difficult or dangerous work, though requiring care and skill, as the newly constructed track gets pretty solid with the frost and easily resists the strain of the heavy machinery and girders, and the operation of lifting. But this winter has not been an ordinary winter and the gang has been greatly bothered and delayed by the soft track and the soft weather. The girders are 165 feet long and weigh 40 tons each, while the erecting car, ballast car, and the engine, made up about 150 tons. The total track weight this morning was about 200 tons.

Track Gave Way.

This morning the gang started in to lay the 165-foot girder. A heavy bunch of rails were placed at the back of the erecting car. In order to prevent the car tipping up at the back when the derrick was lifting the girder, this was reinforced by a flat car joined close to the erecting car, which was loaded with a hundred heavy rails, to assist in resisting the weight of the girder, and boom out over the front of the erecting car. The engine was moving slowly towards the bridge, pushing the erecting car with the girder and the ballast car before it.

Suddenly the right side of the track appears to have given way somewhat with the great weight and the strain, and the action of the wind on the long girder probably assisted in overturning the erecting car and ballast car, and the whole train went down the bank, with the exception of the engine and tender. Mahoney, McKenzie and Amey were overturned by the loose rails, thrown from the ballast car, and the two former killed, while the latter is very seriously injured. Brakeman Simons had to have his left arm amputated.

Simmons Badly Injured.

Another special to The Advertiser says: A fatal accident occurred this morning about 8:40 on the Guelph and Goderich section of the C. P. R. now under construction, about 20 miles north of here.

The accident was caused by one side of the track giving way.

THE G. T. R. MAY ASK FOR CLOSING OF CLARENCE AND BURWELL STS.

Though the matter has been kept pretty quiet by those who have had conversations with the management of the Grand Trunk Railway, it leaked out today that the company, when it meets the city within a week, will ask for the closing of Burwell and Clarence streets.

The scheme of the big trunk line, it is understood, calls for the raising of the tracks through the city 32 feet at the highest place. Eight tracks are to be elevated, and all the shunting is to be done on the ground on the present tracks, which will be allowed to remain.

Clarence street property-owners have not as yet been heard from, but one large property-holder of Burwell

street spoke strongly on the matter in the city engineer's office today. "We will certainly object to the closing of Burwell street," he said. "But we must make some sort of compromise with the company," declared an alderman who was in the office at the time.

"Maybe so," returned the property-owner, "but the closing of Burwell street will mean that the property below the tracks will be shut off from uptown. We will not stand for it."

So far, it is not known what the company's idea is in wishing to have this street closed, unless it is to avoid a dangerous crossing, as the yard at that point will be almost constantly in use for shunting purposes.

THE DEAD CONDUCTOR.

The late Conductor Mahoney was one of the oldest members of the C. P. R. train service with headquarters here. He was about 50 years of age, had been running on the division between Toronto and Windsor, almost from the day it was completed, and had friends at every point on the line. Originally he came from Orangeville or vicinity, where he has many relatives and friends.

Mr. Mahoney worked his way up from the position of brakeman, and stood next in order for promotion to passenger conductor. After running as a conductor on through freight for several years, he was placed on a way-freight, where he remained until six or seven months ago, when he was put on a construction train on the Guelph and Goderich branch. With the exception of brief intervals, he had been working out of Guelph since.

Conductor Mahoney is survived by a wife and five children—three daughters and two sons. The former are Clara, Helena and Pearl. The sons are going to school.

The funeral will be held from the family residence, 712 Malindale street. The arrangements have not yet been completed.

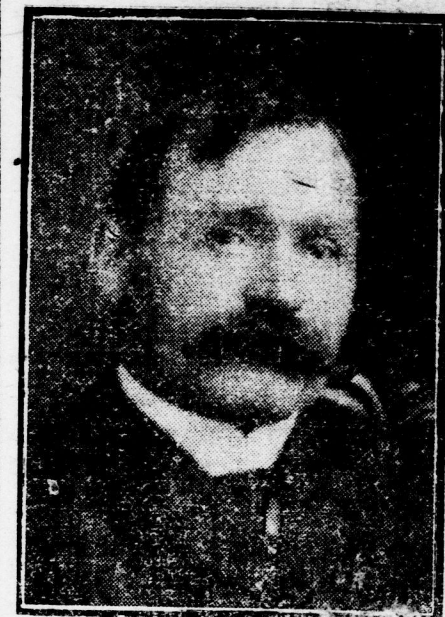


Photo by George Henry.
CONDUCTOR MAHONEY,
Killed in Accident on the C. P. R.

Local Health Board Gets Gentle Reminder About Ice

Supply Cannot Be Cut From Places Put Under the Ban Last Year.

The ice question has again loomed up in London through the action of the provincial health department. Dr. English, chairman of the board of health, has been notified by Dr. Hodges that the department having learned that it has been proposed to allow the ice men to cut ice practically anywhere for domestic consumption in London, it is deemed advisable to call the attention of the local boards of health to the resolutions passed a year ago, which prohibited the cutting of ice on such places as the coves.

Dr. English intends to lay the matter before a special meeting of the board of health, and in the meantime he is having samples of the water at the coves sent to Toronto for the purpose of having a thorough analysis made.

MINERS' DEMANDS REFUSED

Operators Agree Only to a 14-Year Age Limit.

Indianapolis, Jan. 31.—The demands of the miners of the central competitive and of the southwestern fields were discussed in separate scale committee sessions behind closed doors at the Claypool Hotel today. National officers of the miners said the indications were that there would be no report from either of these chamber bodies for at least two days.

The operators of the central competitive field voted down every demand of the miners made in the joint scale committee meeting, with the exception of the demand that boys under 16 be prohibited from working around the mines. The age was changed to 14 years and the demand was granted. It is believed this afternoon the scale committee will report a disagreement tomorrow.

British Cabinet Meets.

London, Jan. 31.—The cabinet at noon today held in the foreign office a meeting. The premier, Sir Henry Campbell-Bannerman, presided. The draft of the King's speech at the opening of Parliament, and the legislative programme for the session were discussed.

THE WEATHER.

Tomorrow—Mild.
London, Wednesday, Jan. 31.
Sun rises, 7:30 a.m. Moon rises, 11:13 a.m.
Sun sets, 5:27 p.m. Moon sets, 12:00 a.m.

Minimum and maximum temperatures:
Victoria, 45-50; Edmonton, 20-30; Calgary, 25-35; Qu'Appelle, 15 below-10; Port Arthur, 2-16; Parry Sound, 26-40; Toronto, 34-44; Ottawa, 10-42; Montreal, 10-32; Quebec, 2-22; St. John, 8-25; Halifax, 10-24.

FORECASTS.
Wednesday, Jan. 31—8 a.m.
Today—Fair, a few degrees of frost at night.
Thursday—Mild.

TEMPERATURES.
Stations. 8 a.m. Min. Max. Weather.
Calgary 40 36 Fair
Winnipeg 12 12 Fair
Toronto 32 32 Rain
Ottawa 21 29 Rain
Montreal 30 30 Snow
Quebec 23 28 Rain
Halifax 33 39 Rain

WEATHER NOTES.
Another depression has moved to the Northwest Provinces, attended by very mild conditions, and excepting the upper lake region, the weather in Canada is now everywhere mild.

LOCAL TEMPERATURES.
The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 5 p.m. Tuesday were: Highest, 40°; lowest, 35° above.

York's Large List

Toronto, Jan. 31.—Though the passbooks of the York County Loan Company have been coming in steadily, there are many thousands yet out. The statement that there are 114,000 shareholders' accounts has led some people to say that the York Loan had the largest list of shareholders in the world. The Grand Trunk, which is one of the largest, has about 70,000, and whether the York Loan is the largest from this point of view or not, it is certainly well up on the list.

Quakes In Ecuador.

Guayaquil, Ecuador, Jan. 31.—A heavy, long shock was experienced here at 9 a.m. today. One was felt last Sunday evening also.

ALL G.T.R. THROUGH TRAFFIC TO BE DIVERTED TO DETROIT

Road Will Be Double-Track to Durand and St. Clair Tunnel Used for Local Purposes.

A Detroit dispatch says: All through traffic on the Grand Trunk is to be diverted to Detroit instead of Port Huron, and the line from Detroit to Durand is to be double tracked. This is the plan of the Grand Trunk Railway system, and will undoubtedly be ready to carry out by the time the tunnel under the Detroit River is finished.

Based upon the announcement of the intention to electrify the tunnel under the St. Clair River at Port Huron, rumors have been afloat to the effect that the Grand Trunk was not going to use the new tunnel under the Detroit River which had virtually rebuilt its car ferries was pointed to as a corroboration of this statement. These statements are incorrect.

Detroit's Importance.

Vice-President and General Manager C. M. Hays, of the Grand Trunk, has long recognized the growing importance of Detroit. So strong was his feeling on this point that he made up his mind several years ago that the main line of the system should run through Detroit, and the through traffic be diverted here from the Port Huron gateway. To this end he took up the question of a bridge with H. B. Ledyard, then president of the Michigan Central, and now chairman of the board of directors. He offered on behalf of the Grand Trunk to bear half the expense of the construction and maintenance of a bridge at Detroit in

order to insure quick transit across the river in winter time. When it was decided by the New York Central lines to build a tunnel open to all the roads on a fair charge for the service of pulling trains through it, the Grand Trunk announced that it was perfectly satisfied with the plan. The Grand Trunk was assured that the tunnel would be open to its use, and it is believed the terms were outlined.

It is certain that in its grade separation plans in Detroit the Grand Trunk has gone on the tunnel basis. The intention to divert the through traffic to Detroit explains why this has been done.

St. Clair Tunnel Too Small.

The St. Clair tunnel is a single track affair. With the growing business of the Grand Trunk, it will be too small to properly take care of the traffic even when the electrification is complete and longer trains can be hauled each end. It is estimated that even with the through traffic which now so congests the St. Clair tunnel eliminated, that the tunnel will have all it can do on local point business, and the double tracking of the line between Durand and Detroit will probably begin in the spring.

WILL ASK FOR LONGER HOURS

Liquor Men Would Also Have the Saturday Evening Restrictions Removed.

[Special to The Advertiser.]

Toronto, Jan. 31.—The executive committee of the Licensed Victuallers' Association is in session today, discussing the contemplated changes in the license law by the Government at the forthcoming session. The liquor men will not oppose an increase in license fees, but they want the hours extended to 12 o'clock instead of 11, and the Saturday evening restrictions removed. They point out the handicaps to men doing business at Ottawa and the border towns, where hotels in Hull and in the States are allowed to remain open till later hours. They also want the privilege of selling to bona fide guests of a hotel at any hour.

C. P. R. WATCHING COBALT

Company Has Not Yet Decided to Build a Branch There.

Montreal, Jan. 31.—General Manager McNicol, of the C. P. R., when asked yesterday respecting the intended branch of their system to Cobalt, stated that as yet no plans had been made. It was expected that sooner or later the line would be constructed. In the meantime the company is waiting to see if there was a permanent to the country, and whether the expense would be justifiable. As yet the C. P. R. has evidently not made up its mind that the Cobalt district would last sufficiently long to make it worth while.

IS MRS. YERKES MARRIED?

Wife of Late Traction Magnate Said to Have Married Again.

New York, Jan. 31.—Several New York newspapers announce today the marriage of Mrs. Charles T. Yerkes, widow of the traction capitalist, to Wilson Mizner, of San Francisco. No confirmation of the marriage announcement was obtainable from Mrs. Yerkes or Mr. Mizner, but when Mr. Mizner was asked if he would deny that the marriage had taken place, he replied that he would not. He added that he had no statement to make on the subject. The witnesses to the ceremony are reported to have been J. L. Eastland and Emil Drueger, of the San Francisco.

Planned His Death.

New York, N. Y., Jan. 30.—Frederick D. Balesley, 16 years of age, son of a merchant of Waterbury, Conn., was found dead today in his room at a school for boys at Fishkill Landing, N. Y. The gas was turned on and the boy evidently had planned his death with much deliberation.

A New Portfolio.

Ottawa, Jan. 31.—An alternative to the proposition to create a department of mines to be presided over by Hon. William Templeman, is to add mines to the department of the Interior, and zoological survey branches to the department of the Consolidated department.

REVENUE TAKES A BIG JUMP UP.

[Special to The Advertiser.]
Ottawa, Jan. 31.—Customs revenue for the Dominion for the month of January shows an increase of over \$700,000, compared with January, 1905, and an increase of over \$2,000,000 for seven months ending with January. The revenue for the past seven months was \$26,292,114, as against \$24,208,967 for the same time in the previous year. The revenue for January was \$3,661,721, an increase of \$556,572.

GERMAN SOLDIERS MURDER CANADIAN

Dr. Donaldson, of Brockville, Shot Down in the Streets of Swakopmund.

[Special to The Advertiser.]

London, Jan. 31.—A dispatch to the Central News from Cape Town, published here today, says: "Canadians here are enraged at an alleged outrage by German soldiers at Swakopmund, German Southwest Africa, who are said to have shot and killed Dr. Anson Donaldson, of Brockville, Ont. According to the story, Dr. Donaldson was walking peacefully in the streets when a soldier fired at him, and while he was lying on the ground other soldiers riddled his body with bullets."

GOLDEN QUOIT SOLD

Old Hotel Site Changes Hands—The Property To Be Improved.

Mr. John Purdon has purchased the property on the northwest corner of York and Burwell streets, on the property is a large brick building, formerly known as the Golden Quoit, and a large stable, now used by the Michigan Central. The hotel building will be turned into a double residence, and the stable will be torn down, the intention being to erect three handsome houses on the site.

COAST TO COAST, 3 DAYS

Endeavor Will Be Made to Lap 24 Hours From Schedule.

Winnipeg, Jan. 31.—The Canadian Pacific will try the experiment this summer of a transcontinental train, which will make the trip across the continent in 72 hours, thus knocking 24 hours from the fastest time heretofore made for the distance, which was two years ago, when the Imperial Limited, covered the distance in 96 hours. The time made last summer was 108 hours by both the Imperial Limited and the Transcontinental Express.

The C. P. R. officials here say that traffic next summer will warrant the trial. As far as equipment is concerned, the road can easily carry out the project, as heavy rails are now laid from coast to coast and the difficulties of alkali water, which formerly interfered with making speed on the prairie section, have been remedied.



KING FREDERICK VIII.
Denmark's New Sovereign.