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### MUNICIPAL ACT BEING PRINTED

#### Bill Will Be Passed at Next Session and Will Be Complete in Every Detail.

The revision of the Municipal Act which was introduced by the Hon. Mr. Bennett last session and withdrawn after being read a first time, so that it might be placed in the hands of county and district court judges, solicitors and municipal officials for criticism, is now being printed and will be ready for distribution within a few days.

It is the intention of the government to pass the bill at the next session, and those receiving a copy are being asked to send any suggestions or changes to W. B. Wilkinson, law clerk of municipal bills, by the end of the year, so that they may receive the consideration of the minister before the bill is again introduced.

Over two years have been spent on the work by draughtsmen specially engaged for the purpose, and following the minister's instructions, the old act, containing 750 sections, including the numerous amendments since 1893, has been cut down to 538 sections, making a saving of nearly 150 pages, while at the same time incorporating a number of other acts and parts of acts which should more properly be included, such as the act re municipal institutions in territorial districts, 2 Edw. VII, c. 20; the act re municipal securities Act, 3 Edw. VII, c. 51; and ss. 130-146 of the Ontario Railway Act as to bonuses to railroads.

So far as form and language and order are concerned, the bill may be said to be practically a new act, as in this respect the old act has been entirely reformed.

### LIGHT COACHES WERE HEAVILY LOADED

Continued from Page 1.

so heavy as an ordinary passenger coach. The colonist car weighed about six tons, the ordinary passenger car about three tons. The light coaches were colonist cars. The other two, which were at the rear of the train, were regulation passenger coaches. The officers seemed to be in these two first-class coaches.

The witness did not say how they had overrun the switch.

"Was it your duty to see that it did not overrun the switch?"

"No, not practically," replied the witness.

"Whose duty was it to see that the train stopped?"

"The engineer's."

"The witness had told the brakeman that the switch must be turned.

When the collision came, the witness went on and the witness had been in the colonist coach which was more damaged than the baggage coach. The brakes were on and they were in order when tested before the start. He felt them applied as they pulled up the switch. He did not know if the emergency brake had been applied. Emergency brakes do not work after an collision ordinarily applied. He thought the engineer had applied all the air he had, for the brakes were tightly set.

"The witness could not say why his train had been wrecked and the Detroit train which had been hit was unharmed. The emergency brakes were applied by the engineer and were still on when the engine got set back on the tracks. "We had a train there that you couldn't stop in two minutes," said the witness.

"The brakes were not strong enough?"

"No, they were not," replied the witness.

The witness thought that the application of the brakes had exhausted the air supply so as to weaken the pressure and lessen the effect of the emergency. There was no time for the engineer to pump up more air.

"Were you and the engineer alone in the engine?"

"No, sir," replied the witness.

"Who was there?"

"A couple of soldiers."

"No, sir, they asked for a ride and we didn't like to refuse them."

The witness said he had to work a lot harder on this train—harder than usual—because it was so heavy.

"The heavy train would make it harder to stop?"

"Yes, sir."

"Did the engineer do all that he could?"

"He sure did."

### STUDENT TICKET WAS SUCCESSFUL

#### Geo. E. McCann Elected President of Osgoode Literary and Legal Society After Keen Contest.

Yesterday the student and bar party elected the annual election of the Osgoode Literary and Legal Society. Three tickets were in the field, and a lively contest was witnessed. Motor cars and other vehicles were going during the whole of the polling hours, rushing barriers and students to the polls. Many prominent King's counsel took part in the contest.

The great question at issue was the change of the constitution to make it possible for a student to become president.

The student and bar party approved of the change, and were successful in electing their whole ticket, except in the case of the second year representative.

The successful ticket was headed by President G. E. McCann, LL.B., who was re-elected by a substantial majority. President McCann is a well known young barrister connected with the firm of Beatty, Blackstock & Co.

The other successful candidates were: First vice-president, J. H. McDonald; 2nd vice-president, H. S. Hamilton; secretary, E. Macaulay Dillon; critic, J. Y. Murdoch; treasurer, L. Dale; 3rd year rep., K. W. Wright; 2nd year rep., J. W. Gamm; 1st year rep., G. W. Hanna; N. A. Koz, secretary of committee, N. A. Koz.

The society is the holder of the inter-college debating championship. The first debate of the season will be held in the Osgoode Convocation Hall on Nov. 12, between Osgoode LL and Wellville, on home rule.

### ROW DIDN'T HAPPEN

All Was Peaceful at Ward Four Tories Meeting.

The expected rumpus didn't happen at the meeting of the executive committee of the Ward Four Liberal Conservative Association, in Broadway Hall, Spadina avenue, last night. Instead of a threatened storm between the two factions in the organization, all was peaceful, except for a few remarks that bespeak a lively time at the elections on Nov. 7, when Fred Armstrong, president for the past four years, seeks re-election, with John S. G. Cornell as his opponent.

and was there when the collision occurred.

Brakes Applied.

He had seen by the indicator in the front of the train that the application of the brakes was made before the semaphore. There was another at the semaphore, and then immediately before the collision. He had seen the semaphore set at stop as they approached it. The first application of the brakes was made about ten miles an hour. He thought that about a minute elapsed between the first and second applications.

"I guess that's how they came to collide. The emergency didn't stop it," he said, when asked as to the cause of the wreck. George Spencer of 478 Woodville avenue, West Toronto, fireman upon the engine that was wrecked, said that when he put his head out of the cab to get a breath of air he saw the headlight of the Detroit train about 300 feet away.

He saw the semaphore before they came to it. It was at stop. He told the engineer and he said "Right," and made an application of the brakes. The train should have stopped, but didn't. The emergency brakes were applied by the engineer and were still on when the engine got set back on the tracks. "We had a train there that you couldn't stop in two minutes," said the witness.

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"He sure did."

### THE MOUNTAIN BRINGS FORTH THE MOUSE.



### IMPRESSIVE CEREMONY AT SOLDIERS' FUNERAL

Continued from Page 1.

remotest corner of the big building, closed this service and led by the firing squad carrying their arms reversed out of the building at the dragging pace of the slow march.

As the cortege advanced into University avenue, that thoroughfare was black with the waiting crowds, and as the sombre hearse passed along behind the band, which was playing the heavy measures of the funeral march, every head was uncovered. The head of the cortege was entering the Queen's Park, where the last man had left the square beside the armories, and at the slow pace it was almost two hours before it reached the gates of the cemetery, where a great concourse was awaiting its coming.

As the hearse passed within the gates, the bell there was tolled slowly and the party, with the bearers about the hearse, passed on to the regimental plot, which lies well to the north and back of the cemetery. There a space had been roped off and with the intimate friends and relatives of the dead drawn close about the grave beside which were two huge mounds of flowers, the staff officers stood next with squads of the various corps grouped behind and about. The firing squad, with a squad of pipers and a bugle corps, were just to the right of the grave.

Stood to Attention.

As the bodies were lowered into the graves, an old soldier, from the medals on his breast, stood to attention in the crowd without the ropes. His head was at attention and tears trickled down his lined and wrinkled face. The pulpit ladies, the piper, piper ladies, he whispered brokenly as he gazed upon the open grave. A youngster had clambered to the vantage point of a shrub to get gravestone and called shrilly to his friends, "I can see from here fellows!" Two other arching joined him. Lost in the crowd, a little girl wailed, "I want to find my mamma, I want to find my mamma!"

Wreaths were sent by Lieut.-Col. A. E. Gooderham and officers of the Royal Grenadiers, Royal Grenadiers' Chapter, Daughters of the Empire; officers and men of the 48th Highlanders, a Company, 18th Royal Regiment, 48th Regiment Chapter Daughters of the Empire, Mrs. J. L. Davidson, officers, non-commissioned officers and men of G. Co., 48th Highlanders; officers 38th Dufferin Rifles. One beautiful wreath bore the simple name "Grace," and another from Miss Flint, A and B companies, 6th Battalion, Q.O.R.; City of Hamilton, Lieut.-Col. McLaren; officers, officers and non-coms. of the 1st Regiment of Highlanders, Hamilton;

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### Turkish Army Defeated

Continued From Page 1.

and Roumania, and possibly other powers. Allies Also Conquer.

The campaign of the other Balkan states continues with the success which thruout has attended them. Scutari has not yet been captured, but Ipek has fallen to the Montenegrins. The Servians have taken Priserend and Greece is occupying islands in the Aegean, in addition to various towns in Macedonia.

The powers, fearing disorders and massacres in Turkey, are hurrying warships to the various ports at that country to protect the foreign residents.

A noticeable feature of the war is the insignificant parts played by the Turkish and Greek fleets.

### SPECIAL MATINEE MRS STEVENS AT THE PRINCESS W.C.T.U. HEAD

#### Ben-Hur Will Be Presented Toronto Woman Honored at Convention of Ontario Branch—Miss Thornley Vice-President.

Stupendous is the adjective that Klav and Erlanger apply to their new production of "Ben Hur" which will be given in special matinee at the Princess Theatre this afternoon.

To make the Wallace play especially notable in this, its 14th season, the promoters have availed themselves of every opportunity offered to arrange a performance of great pictorial beauty and exceptional magnitude. New scenery and costumes are in evidence and all the striking effects of the original production have been elaborated. The chariot race, which many insist on first considering, the reality of it is not the power of "Ben Hur" as an intensely interesting as of old, with the quadruple teams of horses urged on by the contending drivers.

All that relates to the religious element in this powerful story is treated with the utmost respect and reverence, and ministers and churchgoers generally have been no less carefully considered. The story of Ben Hur's love for Esther; the fascination of Ben Hur by the Egyptian Irais, and the rivalry of the Roman Messala for her favor; the hatred which springs up between the two men—all go to make up a tale of intrigue and power such as is seldom seen within the walls of a theatre.

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### MOTOR LEAGUE IS EXPANDING

Three hundred and fifty-six new members were received by the board of directors of the Ontario Motor League at their regular monthly meeting yesterday at the National Hotel. This is the largest number of members ever enrolled in one month by the association. The total membership is now considerably over the two thousand mark.

The movement for good roads will continue to be furthered by the league. Within the next week the directors will personally inspect the roads in the vicinity of Toronto, and next Friday they will hold a special meeting for the purpose of discussing road problems and will invite as guests W. A. Maclean, provincial highway engineer; E. A. James, York highway engineer; Mayor Hooken, and a representative from the board of trade.

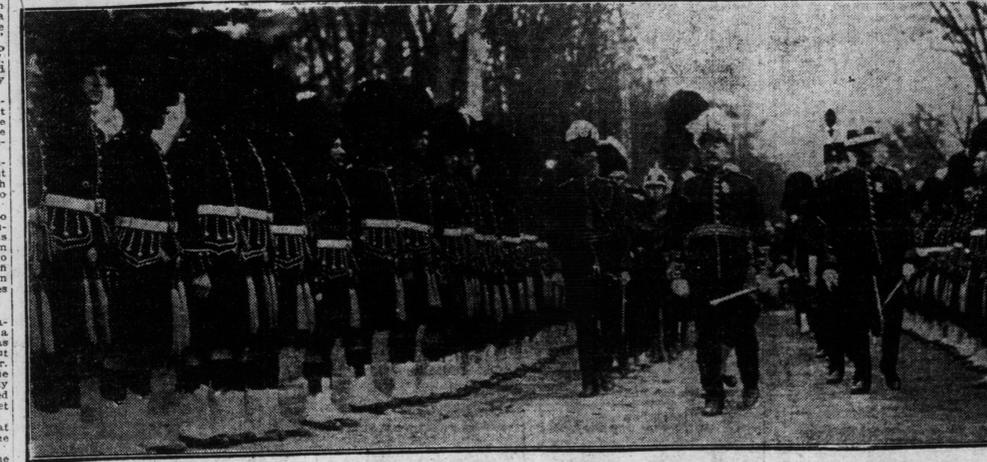
The board decided to co-operate with the Canadian Motorcyclists' Association in all matters affecting the common interests of both bodies.

Complaints have been received of a number of street crossings built so high as to be an inconvenience to motorists. The roadways department at the city hall have signified their willingness to put in the necessary grade if specific instances are furnished.

### HOTEL ROYAL

Largest, best-appointed and most centrally located. \$3 and up per day. American plan. 4075

### BURIAL OF SOLDIERS KILLED IN WRECK



GENERAL COTTON AND STAFF OFFICERS TAKING UP THEIR POSITIONS AT THE HEAD OF THE FUNERAL PROCESSION.

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