

WM. FOREMAN & CO. Importers

CHEVIOTS and BROADCLOTHS

More popular than ever for Tailor Suits.

Never before were these Two Fabrics more popular for Tailored Suits. Never were we in a better position to supply the heavy demands for these two fabrics. Better have a look at this Dress Goods Stock before you purchase.

45 in. Venetians in colors Cardinal, Brown and Navy, London shrunk, very special, at per yard, 75c

54 in. Venetians in exquisite shades of Bottle Green, Brown and Navy, good value at per yard, \$1.25 Our Special at per yard, \$1.00

56 in. Venetians in rich shades of Bottle Green, Myrtle, Navy and Brown, very special for Tailored Suits, per yard, \$1.50

56 in. Broadcloth in colors Navy and Black, in fine stripes of Grey, special for skirts or suits, per yard, \$2.00

56 in. Broadcloths in exquisite shades of Brown, in individual suit lengths, very special at per yd., \$1.90

45 in. Fancy Cheviots in new shades of Navy and Black, at per yd., 60c. and 75c

54 in. Fancy Cheviots in Blues and Black, per yd., \$1.00

56 in. All Wool Cheviots in Navy, Brown, Green and Black, \$1.00

56 in. Cheviots in colors Navy and Black, extra value, per yd., \$1.25

56 in. Cheviots in colors Navy and Black, extra fine quality, per yd., \$1.40

Wm. Foreman & Co

Look! G.T.R. MEN SACRIFICED

One Story Frame House in central location for sale at a bargain as owner is leaving City. Contains parlor, dining room, kitchen, 2 bed-rooms, summer kitchen; city water in house, sink, sewer, etc. Good sized lot. Price \$800.

Dunn & Merritt
Fifth St. Phone 295

"The YELLOWSTONE NATIONAL PARK

Is something absolutely unique in this world."

The popular route to this delightful spot is via Union Pacific to Monida, thence by stage to all points in the park.

The stage ride from Monida, by the splendid Concord Coaches of the Monida & Yellowstone Stage Co., through scenery hardly inferior to the park itself.

Very low rates during June, July, August and September.

Inquire of
F. B. OHATE, G. A.,
128 Woodward Ave.,
DETROIT, MICH.



Autumn Shoes...

are ready for your selection to-day; as usual you'll find them stylish, servicable and affordable in every way.

Our aim is to give every man, woman and child opportunities of dressing the feet becomingly in shoes of an up-to-date character, at prices consistently low for qualities offered.

Our Trunk and Valise Department is well stocked with the latest novelties in the Trunk and Bag line.

J. L. Campbell
BOSTON SHOE STORE

Minard's Liniment is used by Physicians.

Six Employees Find Death in the St. Clair Tunnel.

Accumb to the Fumes of Carbonic Acid Gas in Endover to Take Out a Faulted Train—Brave Rescuers Find Ultimately Death in Their Heroic Endeavors—Superintendent of Terminals A. S. Begg Among the Dead.

Sarnia, Oct. 10.—One of the most terrible calamities in the history of Sarnia took place at an early hour yesterday morning when six Grand Trunk employees were sacrificed in the St. Clair Tunnel. It was the result of a minor accident exposing the men to the fumes of carbonic acid gas, which at times pervades the tunnel. A coupling having parted on a freight train, ten cars were allowed to remain in the tunnel, while the engine went out to side-track those still attached. The conductor, J. B. Simpson, remained with the cars. The engine returned, but was only able to take out three of the cars, as the coupling had to be made with a chain and was not considered strong enough to bear the weight of the whole train of ten cars remaining. Simpson was still in the van when this trip was made.

Death of a Rescuer.
After the engine came out some of the men engaged refused to return into the tunnel on account of the foul air. Others were, however, secured, and the engine went down the grade. Two of the train crew, Conductor Richard Tinsley of Sarnia, and Alfred Short, brakeman of Port Huron, started to the rear to look for Conductor Simpson. Short succeeded in making his way through to the Port Huron side, but Tinsley, in trying to rescue Simpson was himself overcome. Both were found dead side by side in the van four hours later.

The details of what happened during the hour that the engine was in the tunnel will never be known, but it is assumed that the steam went low, and the remainder of the cars could not be moved. Meantime the gas grew worse, and the engineer, John Coleman, of Port Huron, died at his post. His fireman, Forster, of Port Huron, became unconscious and fell, evidently while trying to start the engine, while Dan Gillies of Sarnia, brakeman, fell beside the engine and died from the gas.

Brave Rescue Volunteers.
When Short reached the American portal an alarm was sent out, and Yardmaster McKee of Sarnia called for volunteers to go with himself down the tunnel to rescue the missing men, whose fate was more than guessed from Short's condition. A number immediately volunteered, and the following men were picked: Conductor Fisher of Sarnia, Thomas McGrath of Sarnia, J. Hamilton of Sarnia, John Blake, switchman, and W. Cameron.

These men with several others who could not be restrained, went into the tunnel, and a short distance within found the pumpman, Alex. Forbes, overcome by gas. Some of the party returned with him, and the rest proceeding, found the engine about a quarter of a mile within, and the fireman unconscious. Engineer Coleman dead, and Tinsley, Short and Conductor Simpson missing.

Another Rescuer Dead.
While trying to uncouple the engine Walter Hawn, one of the rescue party, was overcome and fainted. Thos. McGrath, another of the rescuers, fell by the engine and died almost immediately, and Yardmaster McKee became ill and had to be assisted toward the portal. Switchman Blake carried Hawn to the engine, and though too weak to pick up McGrath or Gillies, who were evidently dead, yet he succeeded in starting the engine, and taking on McKee and the others made the portal successfully. He was the only conscious member of the crowd when the open air was reached. Medical

aid was summoned; and after some hours the men recovered consciousness.

Superintendent Begg Dead.
Meanwhile at the American end A. S. Begg, superintendent of terminals, was trying unsuccessfully to get volunteers to work, and finally started in alone. George Morden, a Canadian, from Wyoming, came up and followed Begg, taking with him the pumpman at the American portal, George Mellon. When only a short distance in they were affected by gas, but heard Begg's voice and kept on. They found him dying on the track, and after carrying him a few feet had to drop him. Both the men fainted a short distance farther on. Begg, Morden and Mellon were taken out later by a party from the Port Huron tunnel station, but the superintendent was found to be dead. The town is in a state of great excitement, and the outcome of the coroner's inquest this morning is looked for with deep interest, as it is felt that in view of several cases of suffocation in the tunnel the company should have taken steps long ago to remove the risk. In the past six years three men have died, half a dozen have been made unconscious, and many have had to cease employment on account of the gas.

Still Unconscious.
Those still unconscious are: Alexander Forbes, Sarnia, pumpman; Charles Fisher, Sarnia, conductor; Walter Hawn, Sarnia, brakeman; Fred. Forster, Port Huron, brakeman.

Killed By a Train.
Ingersoll, Oct. 10.—William Boughton, age 30, of Port Hope, a member of a Grand Trunk fence gang, was struck by passenger train No. 6 going west, opposite the rural cemetery—Saturday morning, receiving injuries from which he died an hour later.

Boiler Explosion Kills Two.

Galt, Oct. 10.—A horrible accident took place near here Saturday by which Elgin Fisher, a boy of 15 years, and Jas. VanEvery lost their lives. They were working at the saw mill on Adam Davidson's farm in Beverly, 9.30, an hour after work had begun, for the day, the boiler exploded.

Fisher, who was fireman, was instantly killed, the top of his head being blown off. VanEvery was measuring lumber close by, and was knocked below the saw and died from his injuries two hours later. George Rothwell, the sawyer, was standing only three feet from VanEvery at the time of the accident, and he escaped without a scratch. G. H. Raynard was knocked over a lumber pile, but was not seriously hurt.

The dome of the boiler, weighing 450 pounds, was carried 150 yards, and the mill was pretty much wrecked. The cause of the explosion is unknown.

ELECTRICITY EXPLODED SHEDS.

Three Killed and Eight Hurt in Prussian Ammunition Factory.

Sieburg, Prussia, Oct. 10.—Explosions occurred in an ammunition factory here Saturday, in which three persons were killed and eight others injured.

It is supposed the explosions were due to a short circuit in a wire in an electric loader.

In the room where the explosions occurred were 60,000 loaded shells and 100 men were at work in the apartment.

The detonations continued three hours.

Drowns At Virginia Beach.
Norfolk, Va., Oct. 10.—Miss Bessie Wilson of Clarksburg, W. Va., niece of the late Postmaster-General, W. L. Wilson, was drowned while bathing at Virginia Beach yesterday afternoon. Her body was recovered.

Minard's Liniment is used by Physicians.

RUSSIANS OFFENSIVE

Their Aggressiveness Causes Break in Japanese Line.

Japanese Failed to Fortify a Commanding Hill and Disaster Overtook Them—This Brush, Which Resulted So Seriously to the Japs, Occurred 20 Miles East and South of Mukden—Japs Now Threaten Russian Line.

St. Petersburg, Oct. 10.—General Kuropatkin's order of the day, announcing his determination to take the offensive, was supplemented last night by the news that an offensive movement has already been begun and that the Japanese line has been broken at Bentziaputze, about 20 miles east and south of Mukden. The Japanese occupied a front of about 12 miles east, through Yentai and across the railway to the banks of the Hun River, on the west. The Russian force had been moving south in close touch with the Japanese advance since Oct. 4. The Japanese outposts were driven back in a series of skirmishes, and on Oct. 6 the Russians re-occupied the station of Shakhe, 15 miles south of Mukden, the railway battalion restoring the bridge across the Shakhe River the next day in order to facilitate the advance.

Didn't Fortify the Key.

Meanwhile General Mischenko's Cossacks pushed southwestward as far as the Yentai mines, defeating the Japanese in a series of warm skirmishes. The most important action, however, occurred on the Japanese right at Bentziaputze. Here the Japanese held a strong and important position, but it seems they made the inexplicable omission to fortify a commanding hill which was the key to the whole situation. A portion of General Kuropatkin's force made a strong attack on Bentziaputze, and taking a leaf out of the Japanese book, occupied the hill from the east and flanked the Japanese out of town, causing a serious loss in a rear-guard fight.

Japs Retreating.
The Russian casualties are reported to have been inconsiderable.

While those operations are progressing south of Mukden, it is reported that two Japanese divisions under Gen. Fushimi are marching west up the Liao River and are now 22 miles south of Simintin. General Kuropatkin is expected to make a similar move eastward. This statement, if accurate, leaves the two armies in the anomalous position of threatening each other's lines of communication, the Japanese by a wide turning movement, while the Russians pushing south, have already inflicted a blow upon the Japanese right and are crowding back their centre along the railway.

What May Result.

While it is understood that Mukden is not heavily fortified, Gen. Kuropatkin has a powerful force behind him, strongly posted at Tie Pass, and, if, as he asserts, the Russians are now powerful enough to assume the offensive, it is possible his advance movement will force the Japanese flanking column to withdraw in order to protect their own base. On the other hand, there seems to be a possibility of one or both the Japanese columns threatening the railway behind the Russians and forcing a suspension of their aggressive movement.

Kuropatkin Boasting.

London, Oct. 10.—In his address to his army, Gen. Kuropatkin asserts that the Russians have a force numerically superior to that of the Japanese, and he predicts a telling victory for his soldiers. The retirement of the Japanese on their post-

MEN'S Soft Hats

Derbies when you want to look prime and proper.

Soft Hats when the desire for comfort gains ascendancy.

Of course a man needs both, but just now, these mellow early Fall days the soft hat wins.

Stylish and smart they are too in the new Fall styles and colors.

Some Stetson shades just placed in stock in black and colors are meeting with marked favor.

THORNTON & DOUGLAS, Limited

SATCHEL OF THE SATELLITE

"It's worth \$250 to you."

And the Armories are not yet; despite all promises.

H. S. Clements opened his campaign with a broadside.

There was something doing at Pain Court Saturday night.

Pain Court was the Bunker's Hill of this campaign.

I suppose George Stephens will say that he is being "Purser-cut."

Cornelius Purser, the high-minded Reeve of Dover Tp., was not for sale.

Stratton promised Lorne Hale the money. Now, I have a pretty good idea where the money came from.

Reeve Cornelius Purser, of Dover Township, has made a statement, and it is now up to George Stephens to have something to say.

And the Honorable Israel Tarte, former Minister of Public Works, denies that George Stephens had any dredging of the river.

thing to do with the securing of the Rev. F. E. Malott, of Victoria Ave. Methodist Church, Chatham, preached in Dundas Centre Methodist Church yesterday, both morning and evening. His morning theme was "Transformed Faces."—London Free Press.

Consult your doctor about your cough

At the same time ask him what he thinks of Ayer's Cherry Pectoral. He will know all about it, for we send doctors the formula. For over 60 years doctors have endorsed it for coughs, colds, weak lungs, bronchitis, asthma.

Lowell, Mass.

The House of Quality

GREAT VALUES IN MEN'S OVERCOATS

OUR Overcoat prices begin at \$7.50 and range to \$22. This includes Cravenette Coats, Top Coats, Fall Overcoats and Winter Overcoats in the greatest collection of styles ever shown here and comparison of values will prove that we offer a better coat for the price than can be bought elsewhere. For instance—our 50 inch Overcoats at \$12.50 are made of heavy all wool Frieze in black and oxford gray colors, stripes, and lined throughout with Venetian Cloth, which is similar to satin; They are broad shouldered, roomy and loose hanging garments, full of style, warmth and durability, and a better coat than most houses hold at \$15. Glad to have you see them and try one on.

\$12.50



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