Every once in a while some one says to us, "You're too far east, but somehow we can't help thinking that we are in j st the right spot - and while we are in the humor, well tell you our reasons for thinking that way. First of all, everyone who comes to our store gets a square deal, which means that a well pleased customer is going to talk about it to his or her friends. See the point? Second, we never allow a complaint to go unadjusted in every particular. Result, more confidence in our store and methods established. We keep a competent staff of the best salesmen we can get-and they are never idle. We enjov a most generous response to our advertisements. We have on our list of customers many of the very best families in Toronto, and on the other hand we have the best trade of the mechanics and artisans of the city. We have time to wait upon all, and the glad hand accompanied with a cheerful smile is extended to all, whether you buy or not. So, take it all in all, we are well satisfied with our · location, and naturally when some one says we are too far east, we ask the question: Are we? We trow not.

COME ON IN

GREAT CONFUSION

OAK HALL

CLOTHIERS

Right Opposite the Chimes. King East.

MR. PIPON HAD PREMONITION

ENGINE JUMPS TRACK

Continued From Page 1

the connections, and careened onward until it was hurled against the para pet of the bridge and smashed into fragments, killing or maining almost every occupant. One man was pitched thru a window, cleared the parapet, and fell dead in the street below. The second coach lurched forward and rolled towards a stationary train and practically destroyed itself before its The third coach dashed forward with the rest, left the rails and entered some obstruction, overturned and collapsed.

SAVED BY GUARD. The guard's van and buffet, the rearmost car of the train, was saved by the courage and quickness of Guard Richardson. With the first shock Richardson jumped forward and set the brakes and saved himself and comrades. The van ploughed forward, injuring some of its occupants, but prac-

tically maintained its equilibrium. The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied calibre, and when the crashing of the wreck was past, there came calls of the injured, some shricking with pain and fear, and others moaning as if bewildered by the

ged from the wreck. The police, attracted by the noise, called ambulances and surgeons, and warned the hospitals to prepare to receive the injured. The railway yard quickly filled with physicians, nurses, trainmen and volunteers. The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches brought to light the desolate scene. PLATFORM A MORTUARY.

The station was converted into a surgery and the platform was made a mortuary. Several of the dead and injured were imprisoned in compartments, and it was necessary to saw away the partitions to effect their release. Others were caught under heavy wreckage. Several of the bodies were hadly mangled, and one woman was decapitated.

urban Handicap at Sheepshead Bay. Mr. McMeekin was president of the Native Breeders' Protective Association and director of the Kentuck Horsebreeders' Association. He was the owner of Fonso, Hayden Edwards. Saint Florian and Bowling Brook and had a half interest with "Jack" McDonald. By the merest chance, Mayor George B. McClellan of New York was not on the train. He had an appointment to keep in London to-day, and, aitho the steamer was late arriving at Plymouth, he decided to come direct to London instead of going to Cherbourg with Mrs. McClellan, who was booked thru to Paris. Mrs. McClellan, who was booked thru to Paris.

His hand baggage had been transferred to the tender to land at Plymouth, and he was going on board the tender when an officer of the steamer, whom Mrs. McClellan had been asking to urge her husband to accompany her to Cherbourg, told the mayor he could still reach London in time to keep his appointment if he went on to Cherbourg and thence to Southampton.

Just before the tender left the ship's side Mayor McClellan changed his mind, and the ship's steward threw his buggage back on board the New York as the tender was casting off her line.

John E. McDonald, the New York horseman, who is among the dead, was given the compartment on the special

Many Who Had Fears for Relatives or Friends Now Across the Ocean.

given the compartment on the special train which had been reserved for Mr. McClellan, and so the mayor's escape was indeed the narrowest. Relatives of Walter Barwick. K. C., who went to Gallsbury this afternoon on learning of the accident, and who returned to London to-day, said the scene at Salisbury upon their arrival there was one of indescribable confusion. Their greatest difficulty was in identifying the dead.

Mr. Barwick's body was hardly real anxiety akpin to that created by the disaster at San Francisco. There are so many Toronto and Ontario people either on their way to Britain or philosophy and divinity at Trinity College, Toronto.

Frpm 1899 to 1904 he was lecturer of philosophy and divinity at Trinity College, Toronto.

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n identifying the dead.

Mr. Barwick's body was hardly recognizable, being covered with wounds,

FAST GOING

Countying the dead.

Tropne in many carry ated.

Only passengers who had reached Plymouth on the SS. New York were among the killed. The Toronto passengers were: "I have been accustomed," said George A. Strachan of Boston, who with his aunt, Mrs. J. H. Whiten, was on the wrecked special, "on the broadgauged lines of America, to speedy traveling, and know what is a good swinging pace, but it seemed to me, as we speed along last night, that the old country could go us one better after all. I cannot remember ever having been carried along at such a rate before. The oscillation and vibration were very noticeable. I remarked that it must be good rolling stock and a

walter Barwick, K. C.
Rev. E. L. King.
Charles A. Pipon.
I. F. Hellmuth, K. C.
E. C. Cattanach. E. C. Cattanach.
J. Casey Wood,
Mrs. E. Hutton.
N. McLellan.
Mrs. M. A. McGregor.
Miss Isabella Walsh.
Miss M. Sugden.

were very noticeable. I remarked that it must be good rolling stock and a first-rate permanent way that could stand the strain. Just then the smarking the news of his treasic end came with a sense of his treasic end came with a sense of this treasic end came with a sense of the World and manay times was the chope expressed that the inquiries made of The World and manay times was the chope expressed that the report of his death might prove a mistaken one, and that he might prove a m

chant's Balik Later he became conmeted with the Moisson Bank, and
the More Bank and the control of the search of

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of Almighty God," and briefly, but with much feeling, brought the subject to bear on the terrible tragedy which but a few hours previous had taken from the congregation their beloved pastor.

Rev. Edward L. King was born in Devonshire County, England, in 1870. He entered St. John's College, Manitoba, as a divinity student in 1891, and was ordained in the diocese of Rupert's Land, Manitoba, in 1895, receiving the degree of Bachelor of Arts at the University of Manitoba the following year. He was made deacon in 1896, and priest in 1897 at Trinity College, Toronto.

Fipm 1899 to 1904 he was lecturer of philosophy and divinity at Trinity Col-

abroad two months on a visit to relatives in England.

A sister and two brothers survive him. One brother is in charge of the Ching Wok Home in Sault Ste. Marie, Ont., the other brother and sister re-side in England. In his own family, besides Mrs. King. four children survive him, three boys and a girl, the eldest being nine years of age.

Mrs. R. J. Pirie of Hamilton, sister to Mrs. King, arrived at the latter's home last eyening.

WALTER BARWICK'S DEATH

abroad. McDonald was also quite prominent in the affairs of the Demogratic club of New York and had not to take the trip.

"I told him that I thought he should take the trip, He said he was not feeling well. I said that the trip would just set him up. Still he repeated that he felt that something warned him he felt that something warned him he felt that something warned him the felt that something warned him the felt that something warned him abroad.

Mr. Pipon was well insured in accident policies. Shortly before he left on the fatal trip, one of the policies was absolut to expire. Friends induced him to keep it alive until his return. This was for \$10.00. The day before he left Toronto he took out another accident policy for \$5000, which care reacted the prominent in the affairs of the Democratic club of New York and had many varied business interests. He was president and director of the felt that something warned him abroad. Telegraph Co., and a director of the Massachusetts Telephone and Telegraph Co. and reasurer and director of the Massachusetts Telephone and Telegraph Co. and treasurer and director of the Massachusetts Telephone. Telegraph and Cable Co. of America. His wife and director of the Sub-off the Massachusetts Telephone. Telegraph and Cable Co. of America. His wife and trip, one of the policies. Shortly before he left Toronto he took out another accident policy for \$5000, which care for the felt that something was provided to take a much-needed rest and vecation, and now he has gone that Mr. King that decided to take a much-needed rest and vecation, and now he has gone that Gede to take a much-needed rest and vecation, and now he has gone the deded to take a much-needed rest and vecation, and now he has gone the providence of the from his family it seems hard, in deed, to realize it."

When Prof. Clark of Trinity College for several seasons, and a young man in whom I experience that you need the "the was profoundly shocked." He was a member of the frame of the frame of the frame of the frame of

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hicle; judges
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Lee, Mrs J
Fountain; Ch
Queen, F G
R Helliwell;
H H Moorho
& Sons; M. S. Herdma Dolly Dollars Class 2, ms and over; to vehicle; judg A Crow-Che mons; King Queen, J E A Peaker, D Fairweather Cant Fred Tr