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CRESCENT ROAD

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PROBS—Fresh to storm winds; showers or thunderstorms towards night.

BALEFOUR'S COCKY AGAIN

Sees An Early Triumph—Tariff Reform May Carry Unionists Safely Over Asquith's Policies.

NEW YORK, Sept. 27.—The Tribune's London correspondent cables: The autumn session of parliament will be preceded by a series of political demonstrations. The earliest will be the march of the liquor battalions in Hyde Park to-morrow to protest against the passage of the licensing bill. About 7000 men, boys and barnards will be brought into London by special trains and reinforced by 200,000 demonstrators from the metropolis. The battalions, with bands and banners, will march from fourteen stations to the park, and when the resolutions have been read, the demonstrators will join in a hallelujah chorus for rum and justice. The organizers affect to believe that the government will withdraw the licensing bill.

This uprising of the masses against legislation for the control and restriction of the liquor trade will be followed in another fortnight by a temperance mass meeting in support of the government by a socialist rally in Trafalgar Square, by a Conservative revival in Scotland, conducted by Mr. Balfour, and by a series of Liberal conferences. The political methods of the United Kingdom are old-fashioned in comparison with American campaigning, yet there is an abundance of energy and organizing power.

The happiest man in politics is the leader of the opposition, who already foresees the triumph of the party which he defeated thru its own faulty tactics. Tariff reform is a constructive policy which enables the Unionists to meet every issue as it arises, whether pensions, lack of employment, sea power or financial supplies.

The most important issue raised at Newcastle was an effective method of dealing with the unemployed. The Conservatives offered tariff reform, with the preference for home labor over foreign labor, as the best solution, and won a notable victory. After Newcastle a few Liberal seats outside of Scotland and Wales can be considered safe, especially as the Socialists are bent upon breaking up the trade unionist coalition and foreign labor into a triangular contest.

Ernie Asquith has been rewarded by Nationalist desertion for the passage of the university bill, and by the labor revolt for old age pensions and the pledge to take up the troublesome question of unemployment. The Unionist press is calling upon him to resign office when public opinion is clearly against him and there is no chance of carrying the licensing bill thru the lords. He will remain in office as long as possible and watch for a turn of the tide. Lord Rosebery, who will visit in Scotland, may advise him to ride for a fall, but Mr. Lloyd-George and Winston Churchill, the most influential supporters, and they have no desire to retire prematurely when great reputations may be made in their offices.

Forest Fires Drying Lake Champlain

WESTPORT, N.Y., Sept. 27.—The water in Lake Champlain has reached the lowest point in a long time—nearly five feet below high water mark. Steamers have been obliged to abandon some of their trips on account of the difficulty of making landings at the docks. The mountain brooks are almost dry, and the beds of some of the largest rivers in this region carry mere threads of water. The drought and the forest fires have seriously affected agricultural interests. Pastures are dried up, and farmers are feeding stock their winter fodder, the yield of which has been very light this season and hay is selling at \$20 a ton.

PERILS OF SOMNAMBULISM

MONTREAL, Sept. 27.—Miss Marjorie Robertson, while suffering from an attack of somnambulism at Beaconsfield, left her room at 5 o'clock and wandered in her night attire to the railroad tracks, where she was struck by a passing freight train and fatally hurt. Miss Robertson is a daughter of Thomas Robertson of this city, and was engaged to be married to Chas. Shearer.

WILL WALK BACK AGAIN.

VANCOUVER, B.C., Sept. 27.—(Special).—Charles King of Montreal, who won a wager of one thousand dollars by walking from Montreal to Vancouver, will walk back by the Northern Pacific track, Seattle, Oct. 5.

FAST AUTOING.

MONTREAL, Sept. 27.—Walter Christie, driving a 130 horse-power automobile, broke by a second the world's record for a mile on a half mile track at Deloraine Park this afternoon, doing the distance in 1 minute 10 seconds.

FRED HAMILTON ILL.

Fred Hamilton, the clever Ottawa correspondent of The News, who has been following R. L. Borden in the federal campaign, was ordered to the hospital yesterday by his physician for a rest from overwork.

THE QUESTION OF THE HOUR

When W. F. Maclean was delivering his speech of acceptance at the South York Conservative convention on Saturday he touched on a topic that is of the greatest moment to thousands of the voters in that riding, and also to thousands all over Canada, the strike of the shop men and mechanics of the Canadian Pacific Railway. He even declared that it involved issues of far greater importance than many of those that seemed to receive the bulk of attention in these days of turbulent campaigning.

He declared he was with the men in their fight, and he was especially against the Canadian Pacific in its endeavor to destroy the spirit of trade unionism among its employees—and this in his mind was the main-spring of the company's action. He contended that the men had a right to combine, that trade unionism was the great lever which had improved the condition of the wageworker all the world over, and that it was in the public welfare that this principle of unionism should not be stifled by the great conglomerations of capital and power into which our railroads had grown and were growing.

To show how the railroads were attempting to destroy unionism, he cited the fact that the Canadian Pacific had for some years now been creating a large pension fund, presumably for the benefit of its men, and out of the earnings of the road, and therefore out of the burdens that the wage-fund of the road had had to bear, but that while this was a part of the traffic over the road had had to bear, but that while this was a part of the wage-fund of the road and a part of the wage inducement held out to the men, the company had, by legislation secured from parliament, so got this fund into its own hands that it was to be used, and was being used, as a club to destroy unionism—in a word, that any man who chose to exercise his undoubted right to strike, to exercise the one right that had produced an improvement in his condition, that if he chose to exercise that right and go out of the company's service on a labor issue, the company could, of its own motion, deprive him of all right and interest in that fund, even if he were within a year of completing a term of twenty-five years of faithful service.

In other words, that the giving of this pension fund was a matter of grace on the part of the company and not a right on the part of the workman who had served. Mr. Maclean denied this, and showed that parliament had already restrained the Grand Trunk when it had attempted to use its pension fund so as to force its men to sign off any claims they had at common law for loss of life or limb in the company's service in consideration of their pension advantages.

He held that the pension fund came out of the wages fund, was in reality a part of it, was so represented to the men when they entered the service, and that it was unfair, unjust and against public policy to so use it. He said, further, that he would favor legislation that would so define this pension fund that it could not be used as a club to destroy unionism and eventually to destroy the great railroad brotherhoods of trainmen, trackmen, firemen, engineers, telegraphers, conductors, and their fellows. For if the shop men, mechanics and yardmen were broken now, the next to be broken on the wheel would be the brotherhoods.

Then he took up another point that he had raised in parliament on several occasions without eliciting any great support in the house, namely, that the Canadian Pacific was guilty of the most flagrant invasion of public rights, of the right of the public to have all traffic handled at the lowest reasonable cost consistent with a fair return on the money actually invested in the road, when it did what it was now regularly doing, issuing millions and millions of new common stock to its shareholders at par, when that stock, if put on the market in an open way, would realize many millions more and therefore require many millions less of stock to be issued, and therefore lessen by just that amount the burden that the traffic had to bear, and therefore lessen the railway tax that came out of the people. The stock already so issued and to be issued unnecessarily increased the capital stock of the Canadian Pacific by over thirty millions of dollars, and this at six per cent. meant \$1,800,000 a year, or almost \$60000 a day—unfairly taken from the people and added to their traffic burdens.

He declared that he had pointed out in the house that the State of New York had by recent legislation made it impossible for the big railroads in the United States to "cut any more melons" of this kind among shareholders, that all new stock must hereafter be sold at top price and the whole proceeds put in the treasury for the use of the road. "We even do it with the Consumers' Gas Company in Toronto, as it is an essential part of the scheme for a reduction of the price of gas to consumers as the progress of the company warrants.

Mr. Maclean said further that when he declared that it was against public interest that this method of distributing millions in free gifts to shareholders was an unnecessary increased tax on the public, the minister of justice, Hon. A. B. Aylesworth, had declared that it was no concern of his, of the government, of parliament, of the people, how much stock the company issued or what they did with it! Mr. Maclean on Saturday declared this contention as wrong, against the people and against the men—for a company that distributed millions and millions among shareholders—in addition to their dividends and bonuses—was really misappropriating money that could much fairer be used in paying the men better pay, giving them better hours, and better conditions of service. Government has other functions than merely aggrandizing capital!

So he said, in his view it was the duty of parliament not only to change the law in these two particulars, but also to modify the present law providing for boards of conciliation so that the men would no longer continue in the present unfair position of having to invoke the conciliation clauses when they desired to resist the attempt of the company to reduce their conditions of service and pay. The company, they held, was free to do what it wanted and could pass the conciliation proposition by. Not so the men!

Mr. Maclean said he was not afraid to discuss these high-class, these paramount issues touching the welfare and happiness of thousands of hard-working, industrious men and the railway taxes of all the people, and he thought that other candidates for parliament should also discuss them!

ONE MEAL IN THE WEEK AND WALK OF 50 MILES

No Wonder Lawrence Stead Was Found Helpless in City Park—Revives in Hospital.

While the residents of the district were sitting in to enjoy a comfortable evening meal at 6.45 yesterday afternoon, Laurence Stead, poor and friendless, lay exhausted in Leslie Grove for want of food. He was in a pitiable condition when P. C. Stroud (41) came upon him as he lay almost unable to move.

He told the constable in rambling sentences that he had tramped 50 miles in the past four days and that he had not had a meal during that time, and had only had one since last Monday. Stroud at once sent a hurry-up call for the police ambulance and the man was removed to the General Hospital where, after light food had been given him, he revived sufficiently to tell the doctors that he came from Sunford, Ontario, and that he was an Englishman. It was a steep grade where the accident happened, and the train was proceeding along slowly owing to the dense fog. The fog prevented the train crew from seeing any distance ahead of them. For the same reason it was impossible to see the flame or smoke from the burning bridge, and not until the crash came did the trainmen have any intimation of danger.

The engine had just cleared the bridge, which was about 45 feet long, when the bridge suddenly gave way, and engine, tender and seven freight cars were plunged into the creek, about 40 feet below.

Soon after the crash occurred there was a terrific explosion, the engine boiler having blown up and immediately the whole mass of wreckage took fire.

Brakeman's Escape.

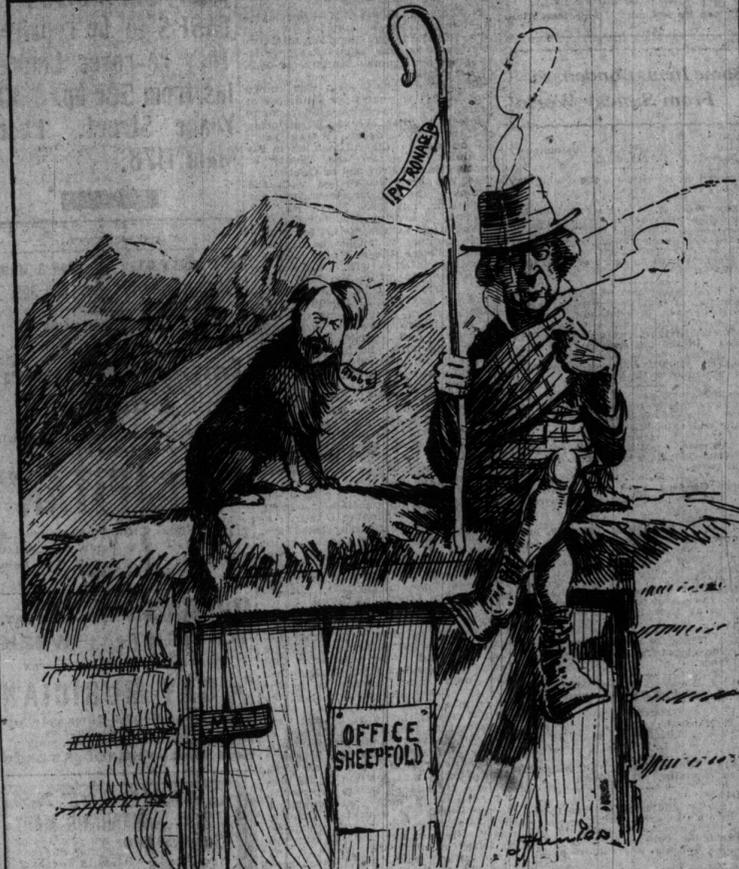
Brakeman Dickenson was on top the third box car from the engine, and Brakeman McKenna and Conductor Martin were near the end of the train. Dickenson tried to jump, but slipped and was thrown headfirst into the pile of debris. His escape was miraculous. Martin and McKenna kept their bearings and ran to his assistance. He was pinned between two cars, but carried him, seriously injured, to a farm house near by.

There was no sign of the men in the engine, as they were buried beneath the cars, which burned rapidly. Conductor Martin sent a farmer to Copetown to telegraph to Hamilton for assistance, but as the T. H. & B. did not have an auxiliary cable of their own, it was necessary to clear the Grand Trunk crane, which went to the scene a couple of hours later. The fire department was also asked for assistance, and Chief Teneyck and the Bay-street engine, along with a number of men, were hurried to the scene.

When the chief arrived the cars had all been burned, and all that remained was a mass of charred timber.

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TAKING CARE OF THEM ALL.



SHEPHERD McLAURIER: It's a vera weel to talk about black sheep—but if you Tory wolves broke in they'd no discriminate betwixt black sheep an' white sheep.

BURNING BRIDGE WRECKS TRAIN THREE MEN ON T. H. & B. FREIGHT MEET WITH A FEARFUL DEATH

Engine, Tender and 7 Cars Plunge 40 Feet Into Creek Near Copetown—Dense Fog Hid Danger—Brakeman Has Lucky Escape.

ONE ON WAY FROM BROTHER'S FUNERAL

DEAD.
Robert McFadden, engineer, Hamilton.
Ed Brown, fireman, Hamilton.
William Maloney, yardmaster, Hamilton, brother-in-law of Brown.

INJURED.

Sam W. Dickenson, brakeman, Hamilton.

HAMILTON, Sept. 27.—(Special).—The worst wreck in the history of the Toronto, Hamilton and Buffalo Railway occurred about 4 o'clock this morning near Mineral Springs, a short distance east of Copetown. A bridge, which had been burning, crushed thru beneath the weight of the freight train.

Three men were killed and one seriously injured and thousands of dollars of rolling stock and freight were destroyed. The killed are: Robert McFadden, engineer, 181 South Queen-street; Ed Brown, fireman, 14 Hill-street; Wm. Maloney, yardmaster at the International Harvester works. The injured man is Sam W. Dickenson, 72 Poullet-street, brakeman. His leg is badly cut.

The wrecked train was a way freight which left Hamilton on Saturday night for Brantford, and left the latter place about 4 o'clock this morning. It was in charge of Conductor R. J. Martin of Waterford, and, in addition to the dead and injured men, Brakeman John McKenna, yardmaster, was in the train. The train was returning in the cab with Brown, his brother-in-law.

There is a steep grade where the accident happened, and the train was proceeding along slowly owing to the dense fog. The fog prevented the train crew from seeing any distance

Friends Tho Divided

BERLIN, Sept. 26.—(Special).—People of this riding are being treated to the delightful and unprecedented spectacle of opposing candidates in a political fight dining and supping together. W. L. M. King and Mr. Reid, Liberal and Conservative candidates respectively, at dinner to-day were the guests of Mr. Sims, who is probably the warmest supporter Mr. King has, and in the evening Mr. King had supper at Mr. Reid's home in Bridgeport.

They were formerly teacher and pupil together, both in public and Sunday schools.

NEW ANGLICAN HYMNAL ADOPTED WITH PROTEST

Some of the Contents Not Strictly in Accord With Teachings of Church, Objectors Declare.

OTTAWA, Sept. 27.—(Special).—After full discussion the general Anglican synod on Saturday gave its full approval to the new church hymnal, which has been prepared by a committee of which J. E. Jones of Toronto was chairman. The synod decided to permit the use of the hymnal in Canadian churches. The publication will be known as "The Book of Common Praise," and contains 749 hymns as against 643 in the hymnal now in use. The American hymnal, it may be mentioned as a matter of comparison, contains 679 hymns, and the Methodist hymn book 838.

A section of the lower house, led by Venerable Archdeacon Armitage of Halifax, fought against the acceptance of the new book, declaring that it set forth doctrines that were repugnant by the thirty-nine articles which sum up the beliefs of the Anglican Church. They asserted that some of the hymns were distinctly Roman Catholic in their teachings.

The resolution for the adoption of the hymnal contained a provision that nothing in the hymnal should be deemed as an authoritative pronouncement upon any doctrine of the church, and this stipulation satisfied a majority of the delegates. The majority of the delegates will not be forced upon the people. It shall be optional with each congregation whether or not they will adopt it. However, the synod hopes that the new hymnal, which is considered to be much better and brighter than the one at present in use, will supersede it everywhere within a short time.

Ven. Archdeacon Armitage wished to introduce a minority report on the hymnal, but he was ruled out of order.

MR. BRODEUR DENIES

Never Said Eleven Quebec Seats For Borden Would Defeat Fenwick.

MONTREAL, Sept. 27.—(Special).—The Gazette and other papers having published a statement to the effect that Hon. L. P. Brodeur had told the delegates at the Soulanges convention that if the Conservatives won more than ten seats in Quebec Laurier was doomed, the minister of marine was denounced as an authoritative pronouncement upon any doctrine of the church, and this stipulation satisfied a majority of the delegates. The majority of the delegates will not be forced upon the people. It shall be optional with each congregation whether or not they will adopt it. However, the synod hopes that the new hymnal, which is considered to be much better and brighter than the one at present in use, will supersede it everywhere within a short time.

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SHOT FIRED AT LACROSSE RIOT

Vancouver and New Westminster Teams Mix It Up Violently, and the Crowd Joins In.

VANCOUVER, B.C., Sept. 27.—(Special).—The championship lacrosse game of the season between Vancouver and New Westminster (Minto Cup winners), at Westminster, Saturday afternoon, broke up in the bloodiest row that has ever disgraced the game.

The fight, which was embellished by one shot from a revolver, occurred at half-time, when Vancouver were hopelessly beaten with the score 8 to 0 against them.

The bad feeling had started earlier in the game, in a blow which Vern Green, of Vancouver, is alleged to have dealt Gordon Spring, who was playing in a championship game for the first time.

Later Green laid in a hard one over Westminster, and just before the half-time whistle would have sounded he struck Tommy Gifford. Gifford and Green began to mix it up, and in a moment friends of both men rushed from the fence and the riot was on. From all directions rival players piled into the melee, and in half a minute the blood and sticks and fists were flying, and the lacrosse game was completely forgotten. Green was the principal object of the wrath of the Royal City men, and he escaped to the west end. There he was defended by George Paris, a prize-fighter of coast repute.

Paris, however, was so hard pressed that he pulled a revolver. Dave Burnett, a city employe of Westminster, attempted to wrest it from his hand. Burnett snatched the muzzle and held it to the ground, when the first shot went off. The bullet scratched his palm and penetrated his coat.

A dozen men immediately snatched the revolver from Paris, who was turned over to two policemen.

At the moment of the shooting by Paris there were cries of "lynch him!" "Let us lynch him!" from the crowd which closed around him. Later an attempt was made to get Paris away from the police and the cries of "lynching" were repeated.

In the meantime the riot on the field was somewhat quieted, and Eev. T. M. Henderson, president of the Westminster Lacrosse Club, was able to make himself heard. He endeavored to disperse the crowd, which was now around Vancouver dressing-rooms for the appearance of the visiting players to renew the attack.

To help matters, Gifford entered and shook hands with Green, and with President Henderson, and the police succeeded in getting Green off the ground without further injury. Some members in the fracas Referee Archie McNaughton was hit in the eye with an egg, but was otherwise unharmed. No effort was made to resume the game.

At the police station, Paris' revolver was found to be fully loaded with the exception of the one shot fired. A crowd followed the police to take away the revolver, but later dispersed. The car which conveyed the Vancouver players home was spattered with rotten eggs as it left the city.

Lumbermen Would Like Govt. Help

PORT ARTHUR, Sept. 27.—(Special).—Lumbering operations will be considerably retarded in this district in consequence of the great damage done by the recent forest fires. Several large operators say they will not start their camps this season, as the cost of making and grading the roads will exceed the margin of profit.

Several bridges and all the undergrowth is gone and huge breaks exist in the road that will require filling up before the winter sets in to render them fit for traffic.

Most of the pine if cut this winter will be marketable, as it will not have time to rot.

The burnt area extends about 30 miles along the Pigeon, Arrow and Mattawan Rivers and 20 miles north to Silver Mountain, where every tree is killed.

Unless the roads can be made up in time fully ten thousand men will be without employment during the winter.

It is understood the lumber merchants are making a request to the provincial government to make some concessions to minimize the loss, either by a reduction of stumpage dues or the making up of the roads and rebuilding the bridges before the winter sets in.

PREMIER HOME TO-NIGHT

Sir James P. Whitney has arrived in New York on board the "Campania," but is not expected in Toronto until this evening or to-morrow noon.