

TWENTY-FOUR KILLED IN TRAIN WRECK.

Disastrous Collision on Boston & Maine Railroad.

Mistook No. 30 for No. 34 the Cause of the Accident.

Passengers Were Mostly Returning From Sherbrooke Fair.

The Identified Dead.

Timothy Shaughnessy, Castellar, Quebec.
Miss Anna S. Pierre, Isle Verte, Quebec.
Fred. M. Phelps, Oshkosh, Texas.
Mrs. A. E. Warren, Haverhill, Mass.
Mrs. F. C. Blake, South Corinth, Vermont.
Miss Barrett, Manchester.
Mrs. Philip Gagnon, Sherbrooke.
Miss Alvina Gagnon, Nassau, N. H.
Miss Webster, a dressmaker, living in Massachusetts.
J. A. Congdon, Somerville, Mass.
Infant child of Irving Clifford, Concord, N. H.
Mrs. T. E. Briggs, West Canaan, N. H.
John Duncan, Bethel, Vt.
The unidentified are: A boy, ten years old; a man, 40 years old; a woman, 30 years of age; a man, 55 years of age; a man, 35 years of age; six other bodies also unidentified.

Returning From Dominion Fair.

White River Junction, Vt., Sept. 15.—A fearful head-on collision between the southbound Quebec express and a north-bound freight train of the Concord division of the Boston & Maine Railroad occurred four miles north of Canaan station early to-day, due to a mistake in train dispatcher's orders, and from a demolished passenger coach there were taken 24 dead and dying and 27 other passengers more or less wounded. Nearly all those who were in the fatal car were returning from the Dominion Exhibition at Sherbrooke, Quebec, 160 miles north. The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan station, receiving, according to the superintendent of the division, a copy of a telegraph order from the train dispatcher at Concord, which confused the train numbers 30 and 34.

The wreck occurred just after the express had rounded into a straight stretch of track, but owing to the early morning mist neither engineer saw the other's headlight until it was too late.

Mistake in Train Numbers.

The southbound train originated at Sherbrooke last evening, where it picked up two sleepers from Quebec and two more on the way down. It consisted of the baggage car, passenger coach, smoking car, in that order, with the sleepers in the rear. The train left White River Junction at 3:45 a. m. forty minutes late, and was followed twenty minutes later by the Montreal express over the Central Vermont Railroad. The Quebec train is known as No. 30, and the Montreal train as No. 34.

In the meantime a northbound freight train had arrived at Canaan, eighteen miles down the road, at 4:20 a. m., on time. According to Superintendent W. R. Ray, J. R. Crowley, the night train dispatcher at Concord, sent a despatch to John Greeley, the night operator at Canaan, that No. 34 was one hour and ten minutes late. The order which Conductor Lawrence, of the freight train, showed after the accident distinctly states that No. 30, instead of 34, was an hour and ten minutes late. Conductor Lawrence, believing that he had sufficient time in the hour and ten minutes to reach the side track at West Canaan, four miles beyond, before No. 30 reached it, ordered his train ahead. The superintendent declared that the accident was due to the mistake in placing a cipher after the three in the number of the train instead of a four.

Crashed in the Fog.

The morning was a dull, misty one, and the long freight train, with a score of heavily loaded cars, lumbered up the long grade towards West Canaan at the usual speed. On the other side of the curve was the Quebec express, sliding down the single track with her heavy load of passengers and the four heavy sleepers in the rear. The freight train, on a straight piece of track about a mile in length, and the Quebec express had rounded a curve into this stretch when each engineer saw the headlight of the opposite train burst out of the fog. Both engineers set their brakes and then jumped, while the two great locomotives crashed into each other and rolled into the ditch. The baggage car in the rear was hurled back into the passenger coach like a great ram and tore it asunder from end to end.

The Work of Rescue.

The ill-fated passenger coach was filled with more than fifty people. One of those who escaped said that as the train was rounding a curve someone in the front of the car began to sing, so that nearly everyone was awake when the crash came.

When Those Who Were in the Other Cars Recovered Their Dazed Senses They

hurried to the demolished passenger coach, where groans, cries and shrieks were rending the air.

Fortunately, with the engines off to one side, the wreckage did not take fire. The train hands, ably seconded by the passengers from the sleeping cars, groped their way among the ruins and began the work of rescue. The bodies of the dead were laid beside the track quickly but tenderly, while the rescuers turned their attention to those who needed aid. Great beams were lifted, pieces of joists were thrown aside, and the bleeding and mangled forms were dragged out and laid on the backs of broken seats or upon blankets from the sleeping cars. Wounds were hastily bound up, and deep cuts were treated with strips torn from the bedding of the sleepers. The little band worked diligently and faithfully in the dawn of day before the doctors came.

The neighborhood is a sparsely settled one, but the few farmers who were aroused and lent every aid to the work of rescue.

Montreal Express Saved.

The accident was not without its

heroes, and one of these was Frank Ryan, a brakeman on the express. Ryan was caught in the wreck, and had an artery severed. He was unconscious for nearly fifteen minutes, and when he regained his senses his first thought was of the Montreal express, which he knew was thundering down on the wreck with no brakeman in the rear to wave a warning signal. In a few husky words Ryan told of the approaching danger, and the Montreal express was stopped.

Found His Mother's Body.

The passengers on the Montreal express also assisted in the work of rescue and the care of the wounded. Among the West Canaan farmers who aided was Benj. Briggs, who was one of the first at the scene, and two hours later he drew out of the wreck the body of a woman. On turning over the body Mr. Briggs looked into the face of his mother, and almost collapsed with grief. Mrs. Briggs had been visiting friends in the north, and was on her way to Boston.

At the Scene of the Disaster.

The sun, which rose about the time the first doctors reached the scene, disclosed to them the full extent of the disaster. The sides of the passenger coach lay on either side of the track. A little farther on was a tangled mass of iron and steel, from which the steam was still rising, and which had once been two locomotives. Off to one side was a crowd of people hurrying from the wreckage to another in a vain attempt to ease the pain and stop the flow of blood. On the other side of the track all were silent, as one by one the bodies of the dead were laid in an ever-increasing row until sixteen lifeless forms were resting side by side beneath the trees. As soon as practicable the more seriously injured were laid on stretchers and taken by train to Hanover, N.H., where they were given medical and surgical treatment at the Margaret Hitecock Hospital at Dartmouth College. But before the train reached here on its way to Hanover eight more had succumbed to their wounds, which brought the death roll up to twenty-four. During the forenoon twenty-seven of the injured were taken to Hanover, while the bodies of the dead were removed in two trains to Concord.

ON BENDED KNEES.

HOW WM. H. PENNY COMMITTED SUICIDE IN TORONTO.

Had Been Despondent Since His Wife's Death—Left Bed in His Father's House in Dead of Night and Went to His Own Home to Die.

Toronto, Sept. 16.—William H. Penny, of 197 Montrose avenue, employed as caretaker by the College Street Baptist Church, committed suicide early on Sunday morning by gas poisoning. He was found by his next-door neighbor, Mr. W. H. Freeman, at 5 o'clock last night kneeling on the bathroom floor, with the gas turned full on from a rubber tube connection to a gas stove. It is unlikely that an inquest will be held.

Mr. Penny was in his fiftieth year. He

had been married to a daughter of ex-Ald. Joffe, and since the death of Mrs. Penny a year ago had been in very despondent spirits. He had been treated recently at the General Hospital for nervous depression, and left there three weeks ago. Since that time he had made his home with his father and step-mother at 60 St. Ann's road, and made arrangements to sell out his home by auction next Thursday. Two weeks ago he wrote out his resignation as caretaker of the Baptist church, and took it along with him to the meeting, but returned, saying that he had been told that he was not to be taken into consideration for the position, and he was so disappointed that he did not like to hand in the resignation.

He went to bed as usual at his father's house on Saturday night, and was not missed until after breakfast on Sunday morning, when it was concluded that he had gone to visit his son Ernest, who was in camp at Long Branch. When he did not return in the afternoon Mrs. Penny went to the deceased's own house at 197 Montrose avenue and induced Mr. Freeman to enter and investigate. Mr. Freeman found deceased kneeling on the bathroom floor in an attitude of prayer, quite dead, and the gas full on. A mat had been placed against the bottom of the door to exclude fresh air.

ARMY ORGANIZATION.

Mr. Haldane Lays Bare His Plans at Blair-Atholl.

London, Sept. 15.—Mr. Haldane, Secretary of State for War, speaking at Blair-Atholl, said he intended to make the regular army and militia a striking force, with the volunteers a home defence force organized on similar lines. At the Imperial conference the Premier had accepted the principle and undertaken to organize their local forces also in such a fashion. This behind the great regular forces of Britain there would be a second force, which in any great Imperial emergency would come together with it and as in 1900 would show the world that, although peaceful, we are an empire with immense military resources.

CAN SUE RAILWAYS.

Fast Trains Must Arrive on Time in France.

Paris, Sept. 15.—The French travelling public has learned that it can recover its bags from the railways whose fast trains are behind time. A traveler on the Paris-Madrid Limited took the train to court when the fact that his train was three hours late caused him annoyance, although it was not shown that it occasioned him any actual damage. The judge of the eighth arrondissement decided that the company was bound to conform with the time tables, which form a contract made with a passenger. He held that among the first advantages in taking limited trains was the certainty of speed and punctuality which must be assured to a passenger, and ordered the company to pay damages to the complainant.

Classical scholars are looking to the

troubles in Morocco, to bring to light the lost books of Tacitus and other manuscripts, which they believe are hidden in the libraries of Fez.

English dealers have increased the

price of chocolate four cents a pound.

A YOUNG RAFFLES.

17-YEAR-OLD TORONTO BOY COMES WITH FOUR HUNDRED DOLLARS' WORTH OF JEWELRY ON HIS PERSON—SUSPECTED OF OTHER THEFTS.

Amos Morrow, captured by the Police With Four Hundred Dollars' Worth of Jewelry on His Person—Suspected of Other Thefts.

Toronto, Sept. 16.—A boy of seventeen named Amos Morrow, who promises to develop into a rival of the mythical Raffles if not diverted from the path of evil, was caught red-handed on Saturday morning in Toronto whilst in the act of robbing the home of Mr. David Weismuller, 35 Springhurst avenue. When captured Morrow had in his pockets about \$400 worth of jewellery, which has been identified as the proceeds of three robberies committed in Toronto during the past week, and the police are hoping to find as a result about \$700 worth more, which are still missing and which have been taken from eight other houses in Toronto during the past month under similar circumstances to the three robberies.

The boy is an escaped prisoner, having broken from custody four weeks ago from the Children's Shelter, where he was lodged over night while awaiting trial on another charge in the Police Court. On the day following his escape the first of the eleven robberies took place, and the others have been reported at intervals since. All were daylight robberies. Mr. Weismuller captured the boy in his drawing-room at 11 o'clock in the morning.

Morrow since his escape from the Shelter has been rooming at a house on Beverley street, the occupants of which had no idea that the boy was earning his livelihood in a dishonest manner.

Many Doctors Failed

Dr. Hamilton Again Figures in a Case That Puzzled Other Physicians.

Halifax, N. S., Sept. 16.—When the statement of Mrs. Stanley, of 148 Argyle street, was first given it caused no small comment, and several established as to a physician who understands his profession none excel Dr. Hamilton.

"For years," says Mrs. Stanley, "I have suffered greatly from a peculiar dragging weakness that resulted from pleurisy and asthma. Doctors prescribed, but failed to advise anything of real benefit. A friend advised me to try Dr. Hamilton's Pills of Mandrake and Butternut and I bought five boxes. They gave me renewed strength and energy, toned my stomach, enriched my blood, and supplied just what my system needed. No medicine could have benefited more than Dr. Hamilton's Pills, and I believe every woman would be helped enormously by using these pills regularly. They did me more lasting good than all the prescriptions I took in five years."

No man or woman in poor health ever used Dr. Hamilton's Pills without benefit. The depressed, ailing and weak they uplift and strengthen as a trial always proves.

SOAP WAR AGAIN.

PRICES ARE BEING CUT IN ALL DIRECTIONS IN BRITAIN.

The Railways Are Being Sued—One Company Claims That Their Rivals Are Securing Priority or Rebates.

London, Sept. 15.—England's soap war has begun again. Prices which were raised a year ago at the time of the formation of the combine on the ground of the increased costliness of the raw materials are now being cut in all directions, and the break up of the combine will be followed by a bitter struggle between the leading manufacturers.

The largest company in the country, the Levers, of Port Sunlight, is taking action on American lines. They have entered lawsuits against most of the railway companies for giving their rivals, the Watsons, of Leeds, preferential treatment in the form of priority or rebates in carrying their goods. Each of these manufacturers got £300,000 damages from the Daily Mail combination of newspapers for libels in connection with articles on the soap trade at the time of the formation of the combine.

It is notorious that the system of rebates and secret commissions is widely prevalent among English railroads, and though it is admittedly illegal, practically nothing has been done to stop it. The Lord Chief Justice, Russell, of Killowen, got a bill through Parliament, making the giving or receiving of secret commissions a crime, punishable with imprisonment, but the practice was immediately masked in various guises and is probably more rife than ever.

ADMITS THE ROBBERY.

E. J. Zeaman Arrested at Gloucester for Thamesville Station Holdup.

St. Thomas, Sept. 15.—Donald J. Ross, Woodstock, arrested here on suspicion of being connected with the E. T. R. robbery at Thamesville, was freed on the charge, it being learned that Edwin Joseph Zeaman of Atwood had been arrested at Gloucester and confessed to the crime. Zeaman did not leave Thamesville till Friday night, hanging around the depot for two hours and giving Operator Miller a second scare. He boarded a freight and at Gloucester was met by the night operator and a constable. Miller identified Zeaman as the thief.

Body Found at Weston.

Weston, Sept. 15.—Last evening about 9 o'clock as the C. P. R. train going east passed the Church street crossing the crew noticed something lying across the Grand Trunk track, and notified the officials at the station. They discovered it to be the body of a man about forty years of age terribly mangled, supposed to have fallen from a passing train.

Ten Thousand Witnesses.

New York, Sept. 15.—Ten thousand witnesses will be summoned before the Attorney-General in his investigations into the alleged frauds of the last Mayoralty election. Twelve process servers will begin the service of subpoenas to-morrow and the investigation will be carried on in the Attorney-General's branch office in New York City.

A FATAL SHOCK.

WIFE AND CHILDREN SAW HARVEY HILL KILLED.

He Took Them for a Drive When He Went to Turn Off Electric Light Switches—Probably Grasped Wrong Part—Fatality at the Falls.

Niagara Falls, Sept. 15.—Harvey Hill, Ferry street, met a horrible death last evening. He was an employee of the city works department, and one of his duties was to go round the streets early in the evening and close the switches controlling electric street lights. Last evening he started on this round with a horse and carriage, taking his wife and children with him. At the corner of Ferry and Clark streets he got out of the rig, went to a switch box, opened it and stood there.

After a minute or two one of the children went over and touched him, whereupon the father's body dropped to the ground. It is supposed that when he put his hand into the dark box he got hold of a copper part of the switch instead of the insulated handle. The current grounded through his body, killing him instantly. Doctors could do nothing for him, and his body was taken to the morgue.

COMPASS FAILED.

WHY WELLMAN ABANDONED EXPEDITION TO POLE.

The America Remained in Air for Over Three Hours and Proved Her Power and Capability of Being Steered.

Berlin, Sept. 15.—Walter Wellman, head of the Wellman-Chicago Record-Herald polar expedition, has sent the following cablegram to the Lokal Anzeiger from Tromsøe:

"After the steamer Express cast off the cable the balloon America did excellently, but an increasing wind soon gave us a hard struggle, and the storm drove us toward some high, jagged mountains near the coast, where the airship would have been destroyed if she struck. There then ensued a hard fight between the storm and the motor. The latter triumphed, and we slowly rounded the north end of Foul Island in the teeth of the wind. Our confidence in the America had so increased in the meanwhile that I gave the order to start for the north pole."

The wind, however, increased to twelve miles an hour, and snow fell so thickly that we could not see a quarter of a mile. Just then the compass failed to act owing to defective construction. We were completely lost in a snowstorm above the polar sea, and threatened with destruction. After a brief deliberation we decided to try and get back to the Express to rectify our compass and start again. It was impossible, however, to keep in one direction, and we were again carried into dangerous proximity to the mountains. Vanham, the engineer, then made the motor run at top speed, and the America moved a second time against the wind, which probably was blowing fifteen miles an hour. She circled three times in the teeth of the wind. We saw the Express for a moment, but immediately lost her again. Under the circumstances the only thing possible was to try to land.

With this idea we stopped the motor and let the America drift over the glacier. After crossing the glacier we opened the valve and landed on the upper glacier, half a mile in shore. The landing was effected successfully. The numerous delicate instruments were not injured. The America was in the air for three hours and fifteen minutes, and covered about fifteen miles with her own machinery. She made three loops against the wind, proving her power and capability of being steered. The ascent was successful in every respect. After this successful attempt we are all convinced the America, in normal summer weather, can make her way to the pole."

DROWNED AT FRENCH RIVER.

C. R. Jamieson Lost His Life in Attempting to Swim to Mainland.

Detroit, Sept. 15.—News reached here last night of the death by drowning at French River, New Ontario, a few days ago, of Mr. C. Reginald Jamieson, son of Rev. W. H. Jamieson, D.D. He was stranded with his wife and another lady on an island, and their boat was lost, and after forty-eight hours there failed in an attempt to swim to the mainland. He was a graduate of Toronto University, and was responsible a year ago through letters written over the signature of Junius, Jun., in Toronto to Saturday Night, in bringing an investigation into conditions at the Provincial seat of learning, at which investigation he was the principal witness.

SIX HOLES IN HER HULL.

Czar's Yacht Must Have Struck Several Rocks.

St. Petersburg, Sept. 15.—An examination of the hull of the royal yacht Standart shows that there are six large holes in her. This is taken to prove that she struck several rocks. A special commission consisting of admirals and officials has been appointed to conduct an inquiry into the grounding of the vessel. A thanksgiving service for the preservation of the lives of the Czar, the Czarina and the members of the imperial family was held to-day at St. Isaac's Cathedral.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Watson*

Caught in Wheel and Killed.

Cobourg, Sept. 15.—William Jamieson, a farmer living about nine miles north of Cobourg, was accidentally killed last night while returning home from town. His horse took fright and ran away. In falling from the buggy Mr. Jamieson got caught in the wheels and was terribly mangled.

Big Game.

Not in deer, but in workmen's goods. Working shirts 50c up. Shoes \$1.45 up. Pants \$1 up. Railroad men's goods a specialty. Kennedy, 240 James street north and 148 John street south.

GO FOR YOUR LETTERS

OFFICIAL LIST OF THOSE UNCLAIMED AT HAMILTON.

Letters lying in the Hamilton post-office received previous to Sept. 9, 1907:

Alderson, Mrs.
Allen, C. T.
Anderson, W. J., Dundas road (2)
Anderson, Miss Annie
Arnold, E. C.

Bateman, R. W.
Barnes, Thos. F.
Boly, Mrs. Jennie
Barr, M. M.
Bagnall, Mrs. H. J.
Beasley, A. E. E. R.
Bishop, A.
Black, Jim
Bowden, Arthur
Bradt, Jacob
Bulger, John
Burnet, Thomas
Bushell, E.
Burns, N.
Brown, S. B.
Brown, Miss Emma

Carroll, Mrs. S.
Chase, Miss Elizabeth
Clear, H.
Clark, G. H.
Cline, W. H.
Clarke, Miss Grace
Connell, Miss Louise

Cousins, Geo.
Corrigan, Samuel
Cosby, Thoson
Cuddy, Mrs. W. J.

Detlor, Etta B.
Dixon, Harry
Downey, Mrs. F., 2
Dynes, Mrs.

Edwards, David M.
Elkes, Wm.
Ellis, Mrs. Robert
English, Miss Henrietta
Erwin, Mrs. E.

Farrell, Miss Lillie
Faggetter, A.
Ferry, Chas.
Findley, G. L.
Fivay, Richard (3)
Fitzgerald, Thomas

Geary, R. S.
Gillard, Miss Marjorie
Gibson, W. F.
Gibson, G. M. D.
Glass, G. Crawford
Goldberg, H.
Gusch, C.
Grant, Maud H.
Greenwood, Mrs. W.
Gregg, C. K.
Grantham, R.

Hamilton, Mrs. G. H.
Hassan, George
Helme, Mrs. Bella.
Heimig, W. L.
Horming, Miss E.
Hoyer, Miss A.
Horrigan, James M.
Hughes, Mrs. Charles H.
Hyman, Eli (2)

Innes, H.
Jackson, Miss M.
Johnson, Andrew A.
Jones, Patrick
Jeans, Leonard

Kearns, W.
Laney, Mrs. Mollie
Leach, B. M.
Lefcar, Isaac
Looney, Robert (2)

Maxey, H.
Maher, John
Matthews, Fred. A.
Marshall, W. H.
Main, Oscar
Mills, Sydney
Miller, Miss Ivy A.
Mihot, Homer
Morton, J. E.

Morgan, Mrs. H. J.
Morgan, A. J.
Morris, Miss E. J.
Morgan, Percy
Morgan, P. K.
Murray, Will.
Murray, Walter.
Murray, Chas.
Murphy, Mrs. M.
Murray, F.
Muirhead, Mrs. E. B.

McDonald, Alex.
McCartney, H. M.
McCarthy, E. W.
McGarity, Thos.
McMichael, Miss Clara.
McKay, Mrs. Geo.
McKay, Mrs. Jas.

O'Neal, John.
Parker, Mrs. G. M.
Pearce, D. H.
Penfold, Stephen, 2.
Pearl, Wm.
Pettit, Miss Sara.
Preston, D.

Roycroft, Elmer.
Robinson, J. C. W.
Russell, T.

Sage, Arthur.
Scott, Thomas.
Smellie, W. A.
Smith, Mr. and Mrs. Chas.
Smith, Philip.
Stevens, Mrs.
Stiele, Alfred.
Storratt, Tom.
Symons, Joe.

Tan, Robert.
Taylor, Mrs. W. J.
Taylor, Mrs. W. E.
Thomson, John, Jockey Club.
Tomlinson, George R.

Uren, J.
Usher, Miss Lena.

Wainwright, A. H.
Walmsley, Wm.
Walker, Annie.
Walsh, Hood.
Webster, E. J.
Wilkinson, Mr., Ottawa street.
Wilkins, Stephen.
Wyndham, S.

Zellar, Sam, barber.

Hampagatur, Elev, registered.
Bakanaki, Ivan.
Viejas, A. E.

Shaving Brushes.

Large importation amounting to about \$800 of shaving brushes from Europe just received. If you require a shaving brush, do not fail to see our large and beautiful stock. The brushes are guaranteed not to come out of these brushes. Gerrie's Drug Store, 32 James street north.

Mr. R. L. Borden left on Saturday night for British Columbia to continue his political tour.

Fall Fashions in Shoes

Are naturally at their best in Canada's leading shoe store. Big display exclusive and latest assortment of Ladies', Men's, and Children's Fine Shoes ever shown by one house in Canada. Fall styles in Ladies' Fine American Shoes are the most select and attractive ever shown. Our stock of Fall Shoes have the stamp of style, quality and reliability. We are sole agents for the following celebrated American manufacturers:

EDWIN C. BURT, New York.
GIBSON GIRL SHOE, manufactured by Keller, Goller & Land, of Lynn, Mass.

QUEEN QUALITY, by Thos. G. Plant, of Boston.
KRIPPENDORF & DITTMAN, of Cincinnati.

WALK OVER, high class shoe for men, manufactured by Geo. E. Keith, of Brockton, Mass.

Also the celebrated NETTLETON SHOE for men, manufactured by A. E. Nettleton, of Syracuse, N. Y.

JOHN F. SHEA

25 KING STREET EAST

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THEY ALSO MAKE BUILDING PAPER AND ARE THE LARGEST MAKERS OF SULPHITE PULP IN CANADA.

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TIMES

Advertisements speak to thousands daily. Do your talking through the columns of The Times and watch your business grow.

The Daily and Semi-Weekly thoroughly cover Hamilton and district.

RATES FOR DAILY:

For Wants, For Sales, To Let and small Miscellaneous ads:

1c a word one insertion, 2c. a word three insertions, 3c a word four insertions.

Semi-Weekly 1c. per word

INSANITY IN BRITAIN.

The Lunacy Commissioners' Report Shows an Increase.

London, Sept. 15.—The annual report of the Lunacy Commissioners, published this week, shows a disquieting increase in the population of Great Britain's asylums.

At the beginning of this year one out of every 232 persons in England and Wales was reported to be insane. Ten years ago the ratio of insane persons was only one to 314. From 1869 to 1906 the population of England and Wales increased 55.12 per cent, while the insane increased 133 per cent.

A significant fact brought to light by the report is the spread of senile dementia, which alone accounted for over 38 per cent. of last year's fresh lunacy cases. Discussing this phase of the situation, one medical authority expressed the belief that we live too long for the kind of work most of us do.

"The advanced medical knowledge of to-day," said the authority referred to, "keeps a multitude of persons alive whose minds are practically worn out. The