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TEN PAGES—MONDAY MORNING JUNE 29 1908—TEN PAGES

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128TH YEAR

The Toronto World

FIVE COACHES ARE UPSEEN IN DITCH—SCORE OF PASSENGERS INJURED

150 PASSENGERS ESCAPE FROM A MIDNIGHT WRECK ON C.P.R. AT TOTTENHAM

Five Coaches Derailed and Topped Over 15-Foot Embankment on Section of New Sudbury Route That Has Been in Operation Since 1906.

NO ONE IS FATALLY INJURED ONLY FOUR GO TO HOSPITAL

TOTTENHAM, June 28.—(Special).—A most miraculous escape from what would appear at first to have been a terrible disaster occurred Saturday night about 11.30 o'clock, 1 1/2 miles north of Tottenham.

The westbound Winnipeg train, leaving Toronto at 9.30, left the rails, and five coaches, including tourists and sleepers, were precipitated down an embankment of over 20 feet, turning completely upside down, one car going to the east side of the track and the other four to the west.

The engine, baggage car and the last of the train remained on the track.

Almost all the passengers, numbering about 200, had retired, which made the work of extricating more difficult.

It was half an hour before all had been taken from the wreck. Luckily, there was no fire in the coaches, else there would assuredly have been lives lost.

FORTY INJURED. There are a number of wounds, broken limbs, and bad scalp wounds numbering probably 15, of a serious nature, with a total of at least 40 injured. The railway officials place the number very much less than this, but it is not above the number.

Fifty of the passengers who were in the train were a part of an excursion party who had been to the Cuelph Model Farm and were returning via Toronto. With a very few exceptions they were all in one car, and this coach had the greater number of victims.

A miraculous escape was that of a 6-weeks-old-baby which was taken home by its mother, Mrs. Morris, wife of the city editor of The Brandon Sun. The little one was thrown from its berth and could not be found by its mother for some 20 minutes. The whereabouts was at last discovered by the infant's crying, and it was taken out none the worse of the mix-up.

The passengers were conveyed by busses here, where they were cared for by local doctors and volunteer nurses. This morning an auxiliary from Toronto, which brought up three hospital cars as well as two nurses and as many physicians, had all the badly hurt removed to this train, where every comfort and attention was given. At 1 o'clock this afternoon those passengers who desired to proceed were taken by special train from here to the scene of the wreck, where a train had arrived from Bala, and where they were transferred, with their baggage.

A train was also made up for Toronto and a number returned on this to the city. Among those of the passengers who escaped unhurt was R. R. Gamey, M.L.A., of Manitoulin.

The officials of the C.P.R. were most courteous to those of the wrecked train, and everything in their power was done for the comfort of the passengers.

CAUSE A MYSTERY. What caused the accident is a mystery here. The rolling stock was in first-class shape, and the part of the road adjacent to Tottenham was always considered the best part of the roadbed between Toronto and Bala. This roadbed has been in use since 1906. The ties and rails were completely torn up for a distance of about 600 feet, but will be all in running order to-night.

A rumor that the track had spread and another that the roadbed had given way, were afterwards proven to be not correct, and the train, while running fast, was not going the speed of other heavy trains that have been running over this part of the road. Trains have been passed thru here at 60 miles an hour.

Old trainmen state that in their long experience they have never seen as bad a wreck with as little injuries to passengers.

FOUR OF THE INJURED BROUGHT TO HOSPITAL

Supt. Osborne returned from the wreck last evening. To a World reporter Mr. Osborne stated that there were about 150 passengers on board. The engine was Arthur Newman of J. Western-avenue, an experienced man, while Engineer Follis, another engineer, was with him, going over the route. The engine did not leave the rails, one pair of the front wheels left the track, the rear truck of the express car left the rails, but the baggage car stayed on.

SUPT. OSBORNE'S REPORT

Superintendent Osborne's official report reads: "About 11.40 p.m. Saturday night train No. 95, Winnipeg express, was partially derailed on two miles west of Tottenham. Five cars turning over on a fifteen-foot embankment. Fifteen passengers were injured, but only two or three seriously. "The track and rolling stock were in good condition and the cause of the disaster is not yet apparent. The damage to rolling stock should not exceed \$3000."

The Injured

- SERIOUSLY.**
- MRS. W. F. MILLER, 60 years, Fort William, chest crushed; internal injuries.
- MRS. J. SWORD, 59 years, Parry Sound; face badly cut; internal injuries.
- J. E. PRICE, 44 years, Regina; severely injured at back of right hip and back of right shoulder; no bones broken.
- MRS. DAN BEAGAN, Parry Sound, left collar bone fractured.
- JAS. SMITH, Parry Sound, back injured, left forearm broken.
- WM. TAYLOR, 40 years, Parry Sound; injuries to head, and right arm almost torn off.
- F. H. RALPH, Dundas, Ont., arm injured slightly.
- JAS. SQUIRES, Parry Sound, scalp wound and nasal bone fractured.
- JOHN SQUIRES, Parry Sound, internally injured.
- MRS. JAMES WILSON, Otter Lake, head and limbs injured.
- MRS. JAS. SMITH, Parry Sound, back and arm injured.
- W. ROCHE, Sault Ste. Marie, Ont., shoulder dislocated.
- F. H. RUFFELL, 64 St. George-st., Toronto, side and back injured.
- MRS. H. MORRIS, Brandon, back and arm injured.
- D. BEAGAN, Parry Sound, shoulder and leg injured.
- NORMAN COOPER, Parry Sound, chest and face injured.
- MRS. F. RIDDELL, Chapleau, ankle injured.
- ALF. BADGER, James' Bay, leg injured.
- MRS. J. F. WIGGINS, Parry Sound, back slightly bruised.
- A. E. GURNEY, Parry Sound, leg cut; head injured.
- CONDUCTOR GILLIES, head cut and injured internally.

denters, Mr. Kelly, the divisional car foreman; Mr. Preston, the master mechanic; and Mr. Spragg, the locomotive foreman.

Dr. Wm. Oldright of Toronto, who was on the train, and Dr. Wright of Tottenham rendered all aid possible to the injured until the doctors and nurses arrived on the special from Toronto at 5.30 a.m.

Wounded Brought to City. Those who came back in the car were taken to the Western Hospital, and were:

Mrs. Frank Miller of Fort William, aged 50 years, suffering with internal injuries and bruises about the body.

Mrs. J. Sword, Parry Sound, 59 years of age, also internally injured and bruised in the back and face.

J. E. Price, Regina, 44 years of age, severely injured at the back of the right hip and back of the right shoulder, with no bones broken.

Wm. Taylor, Parry Sound, 40 years, with the right arm almost torn off, lacerations and bruises back of the head, and painfully injured at the left foot and knee.

Mrs. Miller is the wife of Frank Miller, contractor and builder of Owen Sound, and is an aunt of Detective John Miller of the attorney-general's department. She was traveling with her son, Reginald, 26 years old. The two had spent a month visiting a nephew in Woodstock, and had spent Friday night with Harry Hayden, 133 Macdonald-avenue and were just returning home.

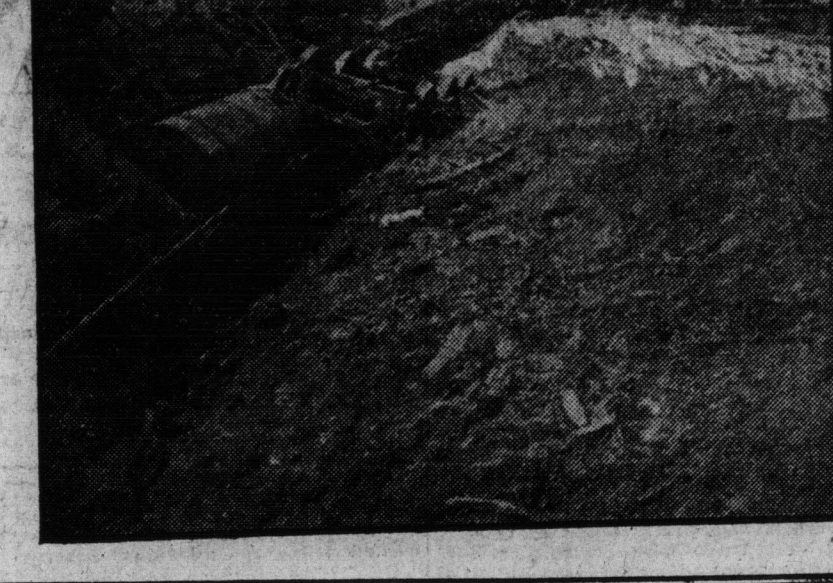
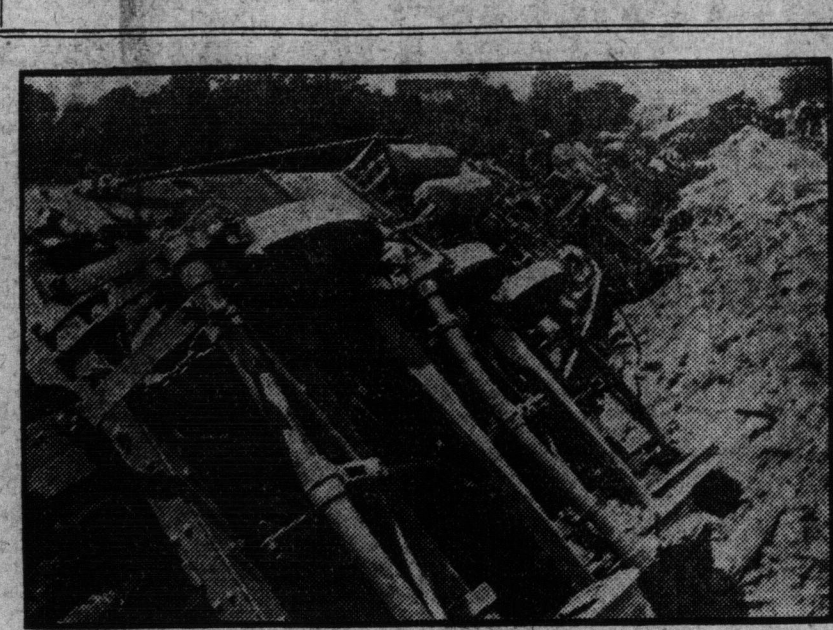
Mrs. Miller was suffering intensely and could not say much about the wreck beyond that the car she was in seemed to spin clear round before it plunged over the embankment, which she said was on the right side, while the others went to the left.

Mrs. J. Sword was in excruciating pain during the ride to Toronto, and the greatest tenderness had to be exercised in transferring her from her couch to the ambulance at Bathurst-st. She was traveling to Parry Sound with her husband, who is terribly broken up over the accident.

Old Mr. Sword when seen by The World on the journey into Toronto was in spasms of grief and wept considerably in fear that his wife would die. He had no home to go to, having sold out his hotel at Maple Lake last April on account of falling health. He had told most of his life at Maple Lake and ran a conveyance for the Grand Trunk in conjunction with his cousin, traveling tourists from Port Colborne to Maple Lake.

The couple were on their way to Parry Sound when Mrs. J. Moffat and a family named Ross, who were relatives of his wife, Mr. Price had spent Friday evening at the King Ed-

Pictures of Wreck Show How Cars Were Ditched



FISHER'S BILL IS UNPOPULAR TO BE DROPPED

Civil Servants Do Not Want to Be Placed Under Control of Permanent Commission.

OTTAWA, June 28.—(Special).—The house of commons, senate and civil servants are up in arms against the proposal of Hon. Sydney Fisher contained in his reform bill to place them under the control of the permanent civil service commission.

The other night when this proposal was before the house Mr. Fowler questioned the wisdom of this move and expressed the opinion that the civil servants would not favor it.

Mr. Speaker Sutherland informed Mr. Fowler that the house servants were satisfied with the change, and his words were accepted, tho it now appears that he was mistaken. Many protests have reached the ears of the members against this feature of the bill, and when it comes up again there is likely to be more or less contention. The members of both houses say it would be better to retain full control over their servants.

PENSION FOR WIDOW

Congress Will Probably Vote \$5000 to Mrs. Cleveland.

WASHINGTON, June 28.—It is thought probable that congress will provide a pension of \$5000 a year for Mrs. Grover Cleveland, following precedent. Mrs. Garfield has received a pension of \$5000 each year since 1882. Mrs. Harrison, the only other president's widow now living, was not pensioned, but she was Mr. Harrison's second wife and married him several years after his term as president expired.

WILL PREVENT TRAIN WRECKS

Engineers May Be Warned of Danger By Telephone Apparatus Good Going at Any Speed.

NEW YORK, June 28.—In the apartments of Major Creighton Webb, No. 47 East 44th-street, an electrical safety device system was demonstrated, which, so its sponsors contend, will effectively put an end to railroad accidents. By this system, a small model of which was operated by Fred La Croix, the inventor, signals constantly to apprise the engine driver of all conditions affecting his train—whether tracks are clear, switches properly set, drawbridges closed, or trains following or preceding. A telephone instrument in the cab allows the engine driver communication at all times with the men in the locomotive cabs ahead or in the rear, or with telegraphers at stations along the lines.

The basis of the device is that of the present block system, instead of utilizing semaphores along the tracks. However, signals are registered in the cab by means of a time recording device, a whistle, a gong and an electric bulb.

Electrical connection is maintained by use of a third rail, which is placed between the running rails, the current being generated by steam turbines attached to the locomotives, similar to the method now in use in lighting trains and headlights electrically. The track is divided into blocks of one mile each instead of the five mile lengths usually found in the prevailing block system. The recording devices, so the inventor asserts, are effective over distances of 50 to 100 miles. And as only 20 to 25 volts are required for operation the charged rails hold no danger to human life.

WILL SPEND HIS VACATION IN ZOO MONKEY HOUSE

Harvard University Professor Wants to Make an Exact Study of Their Language.

NEW YORK, June 28.—For the next three months all communications from Prof. Melvin E. Haggerty of Harvard University should be addressed "care of Monkey House, Bronx Zoological Park."

Beginning to-day Prof. Haggerty will start light housekeeping in the neat but inexpensive quarters that have been prepared for him in the Simian shed by Director Hornaday. After ninety days' close association with the jungle exiles Prof. Haggerty expects to qualify as an interpreter of their language.

Prof. Haggerty is the assistant of an expert on animal life and well up among the heavy hitters in the ology league. Prof. Yerkes spent some time at the zoo last summer toying with the loads and turtles, teaching them the benefits to be derived from self-control and clean living. The far-reaching effects of his lecture course and demonstrations has been reflected in the upright life which those reptiles have been leading for the past year.

It was after a conference with his superior that Prof. Haggerty conceived the idea of spending his vacation among the monkeys. Director Hornaday entered into the proposition with great zest, and the work of fitting up suitable quarters for the professor has been going on for the last two weeks. With the exception of a trapeze and flying rings, all the furniture was in place yesterday.

It is Prof. Haggerty's intention to millarize himself with every detail of monkey life and oratory. With the data secured, it is the purpose of Prof. Yerkes and Haggerty to compile an ornate lexicon of the kind ever built.

RABBI DYING OF RABIES

No Hope Held Out for Cleveland Man Bitten by Mad Dog.

CLEVELAND, June 28.—Waiting calmly for the fate that his physicians say threatens him, Rabbi E. Friedman is at his home, the victim of a rabid dog.

"I do not feel any pain yet, and I trust the treatment will prove successful. But the doctor seems to be discouraged."

Rabbi Friedman is 64 years old, and has retired as an active pastor. While walking in East Thirty-fifth-street several days ago, he was attacked and bitten upon the left hand by a dog.

BIT POLICEMAN'S HAND

In arresting Richard Quinn on Saturday afternoon P. C. Ironides had his hand badly bitten by the prisoner, who was behaving in a disorderly manner on Louisa-street.

Quinn was taken to the hospital and constable took him in custody. The wound required medical attention.

GAMEY IN WRECK CRAWLED OUT WINDOW

Saved From Injury By Bed-clothes Wrapped About Him—Bonfires Lit to Assist in Work of Rescue.

On the wrecked train was J. W. Schelhan of the claims department of the C. P. R., who was going up to Bala to spend Sunday. He happened to be in the day coach that dropped over the right side of the bank and turned upside down. He was thrown head foremost among the handlilies, but escaped injury. It was horrible, he said, to hear the injured and bewildered passengers' screams, as they tumbled over each other in an endeavor to get out.

He says that the curve was a very slight one, and that the embankment was not steep.

R. R. Gamey, M.L.A., tells an entirely different version. He says the embankment was anywhere from 25 to 40 feet in depth, and at a slant of 45 degrees. Mr. Gamey was in the third sleeper from the rear in his berth. He tells a very graphic story of having been suddenly awakened by a shock that made the car quiver.

Then he was tossed on his face by the car having tumbled completely upside down. A great pile of stuff completely buried him. He was not hurt on account of the bed clothes which were tucked around him. By groping around with one hand he located his trousers, put them on and crawled out of a window. He had to drag several feet to the ground and save scores of people doing the same.

The three coaches on the left side of the dump had not rolled clear to the bottom, but were held suspended by the heavy brake-chains.

People of the neighborhood soon began to arrive, and bonfires were lighted by which the injured were kept warm. Most of the injured had come from the sleeper behind his, altho there were a great number injured in the day coach, which went over the other side of the dump.

Among the passengers in his car were S. Clark of Calgary, with his son and daughter, and a young lady. Also there was a Wm. Roach of Sault Ste. Marie, whose shoulder, he thought, was dislocated, but who continued his journey in the morning.

Mr. Gamey was on his way to Gora Bay, and was to have taken a boat at Cutler. Instead, he returned to the city with the special train and put up at the Walker House.

Many people who crowded around the car which carried the victims shed by Director Hornaday. After ninety days' close association with the jungle exiles Prof. Haggerty expects to qualify as an interpreter of their language.

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KAISER WILL BE LAST OF LINE, SAYS SEER

William II. Fears Prophecies That His Dynasty Will Perish in a Great War.

PARIS, June 28.—The Echo de Paris quotes an anonymous member of the Emperor Francis Joseph's immediate entourage to the effect that it is well known in Austrian court circles that the German Emperor, despite his bellicose talk, has a superstitious dread of war on account of two old prophecies, the first of which he is destined to be the last Hohenzollern ruler.

The first prophecy is not completely known, but it was made by an old monk of Tennen. The other, which is well known in several European courts, originated in an ancient monastery in the neighborhood of Mayence. This also foretells the end of the Hohenzollerns with William II, adding that his death would be caused by a great war.

The Kaiserin shares the superstition and is eager for peace, so alarmed is she for her husband and children. The Echo says that at the Austrian court certain contradictions and the acts of indecision which the Kaiser often evidences are explained by this superstitious fear of war which the empress keeps up assiduously.

FARMER FOUND DEAD

MERRICKVILLE, June 28.—A farmer named John Sufferon of the Township of Montague, who has on his way home last evening, fell or was thrown from his buggy. His lifeless body was found on the roadside.

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