

A WORDY BATTLE

Col. Hughes and G. W. Fowler
Fall Out Over Ross Rifle.

ANOTHER DAY IS WASTED

Why Col. Worthington Moved His
Amendment—The Government Side
Enjoy the Battle Between Two of
the Opposition—Anti-Cigarette
Legislation—To Restrict Its
Use by Young Persons.

Ottawa, May 23.—The Government side enjoyed a duel yesterday between two members of the Opposition. It was over the Ross rifle. Col. Worthington's amendment condemning it was under discussion and Col. Sam Hughes became its champion. G. W. Fowler took a hand in and Col. Hughes said a few things about some of his colleagues on the Opposition side. It was an amusing episode.

Col. Worthington's amendment was defeated, but another day was wasted over the matter, very little other business being transacted.

He began by saying that it had been stated in some quarters that the reason the Militia Department had been immune from criticism was because the leader of the Opposition was of the same name and family as the Minister, and this the colonel hastened to disprove.

"When the Conservatives went into opposition Sir Charles Tupper asked me to take charge of the militia affairs of the country, and when Mr. Borden succeeded to the leadership of the party he renewed that confidence, and his request has invariably been to probe to the bottom any expenditures of this Department."

He declared the colonel, "I accepted the chairmanship of the Militia committee of the Opposition on the understanding that this Department should be removed, as far as possible, from the arena of politics. He hoped he might induce his leader to see the error of his way in allowing this matter to be thrown into politics."

He thought he would make Col. Worthington "smile on the other side of his face," and he would challenge him to show that in the United States any politician would be base enough to make party capital out of a question of arming the militia.

After further remarks of a personal nature regarding himself, he dealt with Col. Worthington's motive.

"Did he, asked Col. Hughes, demand that the Minister of Militia appoint him chief medical officer of the Dominion?"

"No," replied Col. Worthington.

"He admitted it to me in the presence of Dr. Daniel," said Col. Hughes.

The Ross rifle was not to be considered in the world, was changed from time to time because of defects, yet no one in that country had attempted to make political capital out of this.

The report of the United States Ordnance department on the Ross rifle was quite as satisfactory as the report on their own rifle, and if they had not adopted a rifle two years before, he believed they would have accepted the Ross.

G. W. Fowler characterized ninety-nine per cent of Col. Hughes' speech as fiction, and criticized his remarks at length.

Sir Frederick Borden and Hon. R. B. Borden also spoke, after which Col. Worthington's amendment was lost by 18 to 35.

Hon. Mr. Aikensworth introduced his bill "to restrain the use of tobacco by young persons."

He explained that it was an attempt to meet a call that had been heard for legislation, but he could not pretend to hope to satisfy those who desired prohibition of the sale or manufacture of particularly deleterious.

It was proposed to make it an offence to furnish or sell to any person under 16 years of age tobacco in any form for consumption, and a penalty of \$1 for second offence and \$4 for third offence may be imposed.

Any police constable will be authorized to seize upon and summarily forfeit tobacco found on any girl or boy under 16 years of age.

Mr. Armstrong read a despatch that contractors' supplies for the G. T. P. were being shipped by the port of Seattle to the loss of Canadian ports.

Hon. Mr. Graham regretted rich owing to the fact that "our friends opposite" assisted in killing a project to construct a railway to the Yukon.

The House adjourned at 1 a. m., after passing \$5,447,000 of post-office estimates.

A conference had been arranged for Saturday between Sir Wilfrid Laurier and R. B. Borden to discuss the Aylesworth bill.

This conference was first called for Thursday, but had to be postponed by the Premier owing to objection by some of his supporters from the Northwest.

The Senate was adjourned till June 20.

With reference to charges respecting dredging at Matchedash Bay, J. W. Gendron denies in toto many of the statements made to the committee by Coghill of Toronto, who had said that he (Gendron) was manager of a dredge at Matchedash Bay and a Government Inspector at the same time.

Gendron said he had nothing to do with the management or control of the crew. When a man was required he would help the engineer to get one.

Matthew Porter, who was a crane-man on the dredge, corroborated Gendron. He said that, in his opinion, Coghill had perjured himself when he had said that he was frequently on the dredge on which Gendron was the inspector.

Miners Go Back.
Mitchell, B. C., May 23.—The miners have returned to work as they left, of their own volition, no agreement being reached on the question in dispute, viz., discrimination. A committee of men will meet the companies' representatives.

Two Bylaws Only.
Toronto, May 23.—The only bylaws to be submitted to the ratepayers on June 27 will be those to provide \$750,000 for water filtration and \$2,400,000 for sewage disposal.

A HOLIDAY ACCIDENT

Ten Persons Injured in a Street
Car Collision.

SMASH-UP NEAR OTTAWA

Car Stops Through Failure of Trolley
and Another Runs Into It—Being
a Holiday and Fine Cars Were
Crowded—Injured Were All Residents
of Ottawa—Two Brothers
to Have Legs Amputated.

Ottawa, May 26.—A bad smash-up occurred on Sunday afternoon on the line of the Ottawa Electric Railway Co. at Westboro, a few miles from this city, as a result of which eight people injured are in the General Hospital and two in the Water Street Hospital.

The cars, on account of it being Victoria Day, and the weather unusually fine, were crowded. Coming into the city two cars crowded with passengers, one following the other, collided. It is said the head of the motorcar running the rear one could check his car, ran into the other.

The failure of the trolley had caused the front car to stop.

The front part of the rear car was badly wrecked, the motors and entire vestibule being thrown down and the top framework of the car forced back several inches.

Cars on the big street were sidetracked and one big one was specially supplied with doctors and run into the city with the injured at a high rate of speed.

At the Protestant General Hospital there are:

Jay Wolfe, aged 16, son of Max Wolfe, an Ottawa furrier, leg slightly crushed.

Miss Minnie Herbert, not seriously hurt.

Miss Isabella Liberty.

Miss Rena Moran, compound fracture of the left leg, some cuts on the head and wrist sprained.

Mrs. Pinard, injury to eye.

Frederick Byrnes, aged 16, crushed about the legs badly.

Charles Byrnes, aged 19, also crushed about the legs. They are brothers. Both are so badly hurt that the doctors say amputation will be necessary in both cases.

Edward Bradenburgh.

Miss Nellie Driscoll.

In Water Street Hospital:

Miss Yvonne Rene, aged 16, injured about the hip.

Mrs. Rene, her mother, was also injured, but is not in the hospital.

All the injured were residents of Ottawa.

A later despatch says Charles Byrnes is dead.

THAW'S APPLICATION REFUSED.

Declared to Be Insane and Will Not Be Released.

Poughkeepsie, N. Y., May 26.—Harry K. Thaw, the slayer of Stanford White, will not be released from the lunatic asylum.

This is the decision reached by Justice Morgan of the supreme court in an opinion filed yesterday in the matter of Thaw's application for release on a writ of habeas corpus.

Both points brought up by Thaw's attorneys are decided against him. The justice declares that Thaw is now insane and should not be allowed at large, and he further declares that the commitment to the lunatic asylum by Justice Dowling after the last trial of the case was entirely legal.

Thaw's lawyers will apply to the court for permission to place Thaw in another institution than the Matteawan Asylum, and by stipulation with the district attorney, the prisoner will be kept in the jail here until Justice Morgan renders a decision. The justice is holding court at White Plains this week and will not be able to hear the application before next week.

Royalty Being Sued.

Lisbon, May 26.—The royal household of Portugal is being besieged by its creditors, and the newspapers of Lisbon are filled with notices of suits brought by tradespeople against its members.

The courts already have awarded a butcher \$210 and costs, the amount of an unpaid meat bill against Dowager Queen Maria Pia and the Duke of Oporto. This situation arises from the fact that the members of the royal household have not received a single penny from the state since King Carlos and his son were assassinated, because the new civil list cannot be approved until after the financial accounting of the late King Carlos is completed.

This is held by threatened revelations from Senor Varvalho, who was Minister of Finance under ex-Premier Franco, regarding moneys which went to members of the present Government.

Belonged to an Historic Family.

Toronto, May 22.—In the death of Mrs. Mary Coxwell, widow of the late W. H. Coxwell, of Osgoode Hall, Ontario loses one of its oldest residents.

Mrs. Coxwell, whose maiden name was Mary Sophia Powell, was the only daughter of Capt. John Powell, a naval officer who settled at Niagara, and became sheriff of Welland and Lincoln and member of the black rod in the Assembly of Upper Canada.

Mrs. Coxwell was born at Niagara nearly 93 years ago. A sister of Mrs. Coxwell's mother, Sophia Shaw, was engaged to Gen. Isaac Brock, whose career was cut short at the battle of Queenston Heights.

Bishops Elected.

Baltimore, May 22.—Rev. Dr. William F. Anderson of New York and Rev. Dr. John L. Nelson of Nash Theological Seminary, Berea, Ohio, were elected bishops of the Methodist Episcopal Church.

Oil Tank Exploded.

New York, May 26.—One of the Standard Oil Co.'s huge oil tanks in Brooklyn, having a capacity of 35,000 gallons, exploded yesterday, shattering windows in nearby houses. The oil caught fire and was burned.

COMMUNICATIONS

Canada and Immigration

(By T. W. Sheffield.)

What a far reaching and significant meaning is or ought to be attached to the word "immigration" by all conscientiously concerned with the true development of this ever-growing and powerful land of the British Empire. The word "true" is used in its widest conception, as the different observations touched upon will portray. From the general remarks heard in town and country, and extracts taken from the leading press of Canada, it requires no great conception to foresee this question will become one of the dominating issues of party politics. The party which introduces sound and reasonable reform will eventually have the confidence of those deeply interested in the solid yet gradual progress of the agricultural and industrial development of Canada.

On March 20, the Globe said: "Our Lieutenant-Governor has sounded a warning against inconsiderate immigration. The evils are apparent and cannot be overlooked. Demonstrations of the unemployed will at least prevent the spreading of false impressions abroad regarding industrial conditions in Canada. The sequence of these straightforward announcements could be seen in the heading of a recent issue of the Globe reading as follows: 'Said they wanted work.' A thousand unemployed march to the city hall." What more conclusive evidence could those interested have, that immediate steps should be taken to see that a system of well regulated immigration was adopted for the present and future welfare of the Dominion.

To secure this desired end it is high time he misleading statements in some of the British journals were withdrawn, together with those highly colored alluring advertisements one sees in all the towns throughout Great Britain. If the thoughtful Canadian, is somewhat disappointed at the class of immigrant this country is taking into its midst, he will appreciate from the following description of the advertisements. Let one picture the following method of awakening the interest of a certain proportion of an ever dissatisfied body existing in all great centres of industry.

In the city of London and other large towns there are large models of "Settler's Home" in one instance under the writer's notice the word "paradise" was substituted to embellish this glowing title, depicting the ideal farmstead, which in the model is situated on the banks of a placid stream, with the golden harvest stretching to the horizon.

In the foreground to make the artist's model complete are, of course, the proverbial fat stock of cows (not those that were fed on straw this winter) then there are the well groomed horses, pigs and chickens, with the chubby children playing with the dogs, whilst the housewife completes her daily round knitting in the bright rays of the setting sun.

No doubt many such pictures can be seen in Canada, but the frame has been built by those who had to endure many little hardships and toll hard to obtain these fruits of labor, from the ever bountiful gifts of nature has bestowed on this fair land. But what a gross misrepresentation to bring before the layman without explaining the facts of the cases, the pictures are taken from. There is not the slightest exaggeration in the review of the models alluded to, but the descriptive posters on the tattered parts of Canada beggar description, for they surpass anything ever seen in the two hemispheres. Now, what is the result of these grotesque pictures? Take for instance the person who has been unfortunate in his trade or calling, or perhaps temporarily discouraged. With this vivid picture in his mind's eye he believes that Canada is the land of his salvation, he immediately applies to the agent connected with the authorities, railway or shipping companies and arranges to book, to one of the ports, mindless and without advice as to whether his particular trade or training will find employment on arriving.

The first shock comes, when on landing he finds there is no immediate opening for his services and not knowing what to do, turns to what he was least of all intended for, the farm, where if he is energetic and tactful he may fall into line with the work of a farm laborer, not possessing these qualities in his character, he soon tires and seeks refuge in the cities, and becomes one of Canada's lost units, and therefore a burden to all concerned.

The foregoing clause is not directed against those immigrants with brains and brains, and it is intended to do appreciate the value of the sturdy muscular man who intends to find a field for his labors in Canada, for with the true determination, characteristic of the British race, he is certain to obtain a suitable opening for his energies.

The second class alluded to is quite general to the observant eye and examples are too numerous to classify here, for without any fear of these observations being considered

egotistical there must be thousands of such cases which are simply verified in the car loads of emigrants to be seen returning to England.

With these facts before him it is only reasonable to expect the born Canadian to have strong views on this question. At the same time we must take the broadest possible view of the situation, and endeavor to support the cause of the greatest good for the greatest number.

We know such a policy has unlimited possibilities, to bring to this country millions of the desired types of men and women that are, and will be required to develop to the best advantage the enormous resources of the country. Notwithstanding the many difficulties to overcome, it is at least reasonable to hope, and even maintain that the conditions underlying the present system of immigration (is open to improvement. If not by the Government, then by the mighty voice and power of public opinion, to which all the powers secured by political issues are servant to.

With the adoption of the following suggested reform immigration modified to suit the conditions, there is no doubt a larger majority of desirable emigrants will be brought to this country than has been the case hitherto. The Government, Railway, and Steamship Companies would establish labor bureaus, or strengthen the present staff, in the large towns of Great Britain where all enquirers relating to employment in Canada could be classified in the order of the greatest demand, such as farm, laborers, skilled and unskilled, mining and railway navies. The higher grades of skilled labor would not come under this, providing they had no physical or mental disease, and possessing sufficient capital for their maintenance. The manager of the branches would be paid a set salary for his services and not as in some cases at present a bonus of so much a head, which system has led to so many cases of fraudulent immigration. Where possible, men with Canadian experience should be appointed to supervise the branches. The method of classification could be conducted by the card file system, such as prevails in any well regulated business establishment, duplicates of these cards would be sent to all the important centres throughout Canada. Notice being given to the public that such a system was available for their use on payment of a minimum sum of say twenty-five cents. By way of illustration take; a farmer residing in Lindsay, Ontario, requiring the services of a competent farm laborer. He would submit his requirements to the head office in Toronto, when a card giving the qualifications of an applicant as near as possible to meet the case would be forwarded. The card would be somewhat as follows:

Farm Section

Labor Bureau—Card.
File No. 1—Card No. 1.
Name—J. Smith.
Age—24.
Experience—General Laborer.
Ref.—Good.
Salary—Usual rate.
General remarks.

No doubt many will imagine this system may become too complicated, but it is not so when administered by clear organization, such as prevails in the Postal Departments or other well regulated Government establishments.

The labor bureaus throughout the Dominion would avail themselves of this service, as it would be open to all paying the minimum fee, the bureaus would get their usual fee on placing the applicant through their connection the bureau notifying the lead office the person corresponding to the card received had been placed. By the introduction of a system somewhat on the lines mentioned, the undesirable from other countries would hesitate before submitting themselves to such a form of scrutiny, whilst the better classes would appreciate it, recognizing that the authorities were only desirous of taking the best their country could offer, which applies with equal force to all the white races. The yellow race problem does not come within the scope of these observations. At the same time it is hoped those who are responsible for the heavy solution to this complex question will not neglect their duty to the children of those who fought, and laid the foundations of this splendid inheritance.

It is further to be desired that no notice of the jingo expressions heard on the coming peril of the yellow race, will be allowed to enter into their politics. When the time of that peril comes, and it is reasonable to suppose that it may, Canada will be one of the mightiest powers to reckon with, and like nations in history, will well able to defend herself for the fight of the survival of the fittest. Many side issues have been omitted in this important question, but a few of the facts alluded to, at least call for serious reflection by those interested in the methods of immigration, with its unlimited possibilities of good in this vast Dominion and its future people.

—The Mona lowered a scow load of lumber down to Bald Point, where Messrs. Newton, Reeves and Sadler will build a pretty two story summer cottage.

"Arthur Carew" in the Water

Fine Tug Launched Yesterday Amid
Much Ceremony—Has Been
Practically Re-built—Where
She will Run.

The steamer "Arthur Carew," formerly the Alexandra, was launched yesterday, after it had been almost entirely rebuilt and refitted in the most modern tug-boat style. With flags flying the steamer slid into its native element, and rode buoyantly at anchor, much to the pleasure of Mr. John Carew, the owner.

The entire spring has been spent by half a dozen men in the work of rebuilding, and a few extra were employed during the last week in order to hasten the work as the towing season is now here.

The first trip will be run up to Lake Simcoe in a few days under Capt. Hamilton and Engineer Lane, and the steamer will be employed during the summer all over the many branches of the Kawatha Lakes.

International Peace Conference.
Lake Mohonk, N. Y., May 23.—Gratefully recognizing the development of the forces which make for international peace, the Lake Mohonk conference on international peace adopted a platform setting forth its views on the peace movement. The platform commends the work of the Hague conference, notes the existence of fifty or more international arbitral treaties concluded within the last five years, commends the activity of educational institutions and business, professional and labor organizations toward the prevention of wars, and rejoices in the final act of the Hague conference for a future meeting. The principal address of the early session was delivered by Baron Koro Takahira, Japanese ambassador to the United States.

New Flying Machine.
Elmira, N. Y., May 24.—The "Helicopter," an entirely new kind of flying machine, built like a revolving fan, with long wide inclined planes, propelled by a motor at the foot of a mast, was tested successfully. Load, proved the principle a success. Load, down with a man rose eighteen inches from his resting place. With increased power J. Newell Williams, the inventor, believes he can soar to any height. A thirty horse-power motor was used yesterday.

Galicians Turned Back.
Ottawa, May 23.—The steamship Montrose, which arrived at Quebec on May 20, had as passengers 64 Galicians booked to Toronto, Montreal, Ottawa and other cities. They did not have on them the amount of money prescribed by the regulations of the Immigration Department, namely \$25, and were refused admission to Canada.

Clerical Arrangements.
London, May 23.—It is stated that Bishop Scollard of Sault Ste Marie will succeed Bishop McEvoy and that Dean Mahoney will be appointed to the head of the Soo diocese.

Mgr. Meunier of Windsor will act as administrator of this diocese until the appointment of a successor to Archbishop McEvoy.

Born in a Box Car.
Mooselaw, May 22.—Wishing to avoid having to pay railroad fare, a settler secreted his wife in a carload of household effects which he was shipping from Cupar to Regina. When the car was opened it was found that the woman had given birth to a child. Both are doing well.

Train Despatching by Telephone.
Winnipeg, May 26.—J. Kent, manager, and W. J. Camp, electrical engineer, of C. P. R. telegraphs, arrived in the city from Montreal. The latter states that the railways of the east have under advisement the adoption of a system for the purpose of despatching trains by telephone instead of by telegraph.

This will be one of the chief subjects to be discussed at the convention of the association of railway telegraph superintendents, to be held in Montreal on June 24, 25 and 26.

Roots and Herbs For Food.
Kingston, Jamaica, May 26.—The drought is broken in some parts of Jamaica, but the people of the section on the southern side are in desperate straits over the failure of the crops. They are existing on roots and herbs. The Government is now giving relief.

The Thoro-bred Clydesdale

Favorite Knight

was sired by the well-known Knight of St. Andrews, (274), (4488), the property of T. H. Waldon, will stand at his owner's stables, Lot 14, Con. 6, Ops, until Tuesday morning each week during the season, when he will proceed to Richard Lee's, Ops, for noon, thence to David Hickson's, for night, thence to R. Mahood's, for day, thence to his own stable until Saturday, when he will be at the Central House, Lindsay, all day.

TERMS—\$10, payable Jan. 1, 1906, accidents to mares at owner's risk.

T. H. Waldon owns three generations of this excellent breed, all prize winners, at Lindsay Central Fair, 1907. Nell Erskine (5400), The Favorite Knight (6014), and a foal of 1907, sired by Favorite Knight. This horse is a beautiful dappled brown with white hind feet and white star on face, and is rising five years old. He is one of the finest horses of his class on the road this season. W5

Imports Clydesdale Stallion "SCOTS FIR,"

one of the best bred Clydes ever offered for service in this district. He is a beautiful seal brown with white markings of good conformation and plenty of size; the best of feet, and legs with massive bone and fine silky hair which denotes strength and quality.

This excellent horse will take up the following route:—Commencing Monday, May 24th will leave his own stable, Lindsay, at 1 p. m., and proceed to Cambridge and remain until noon the next day, Tuesday, proceed to Woodville and remain until Wednesday noon, and proceed to Oakwood and remain until Thursday noon; thence to Little Britain and remain until Friday noon thence to his own stable and remain over night. Saturday will proceed to Maunier's Hotel and remain during the day and thence to his own stable until Monday. The above route will be continued during the season.

TERMS—To insure a foal \$13, payable January 1st, 1909.

GEO. CURTIS, Proprietor.

TO HORSE BREEDERS

It has always been my aim to have as good, if not the best stallions in this district. After having such sires as "Favourite Knight," "Just the Thing," and others I now ask the farmers of Victoria County to call and inspect my

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VISITS THE KING.

President of the French Republic
Arrives in England.

London, May 26.—King Edward, the Prince of Wales and other members of the royal family; Foreign Secretary Sir Edward Grey, Premier Asquith and Home Secretary Gladstone, welcomed Mr. Fallieres, the President of France, when he arrived at the Victoria station yesterday to return the visits which King Edward and other members of the British royal family have paid to the head of the French Republic in Paris.

A procession of state carriages, with postilions, was formed and proceeded to York House, that portion of St. James Palace where Mr. Fallieres will reside during his stay in London.

The large crowds that had assembled gave the President of France as hearty a welcome as he could have wished for.

A state banquet at Buckingham Palace brought together the public men of England and the members of the diplomatic corps.

To-day the President and King Edward visited the Franco-British exhibition; Wednesday will commence with a reception at the diplomatic corps at St. James Palace, followed by a visit to the city and luncheon at the Guild Hall. In the evening a gala performance will be given at Covent Garden at which the King and Queen, President Fallieres and a large number of specially invited guests will be present.

The naval display at Dover was remarkable. A fleet of fifty warships was formed in a long double line to greet the President of France, and the crews of the British vessels cheered lustily as the Leon Gambetta steamed up the line.

Immediately the Leon Gambetta had come to anchor Lord Charles Beresford and the other British officers boarded the French cruiser, who expressed to Lord Charles his admiration of the splendid naval spectacle.

After this exchange of greetings President Fallieres was escorted to the shore, and on landing he was welcomed by Prince Arthur of Connaught on behalf of King Edward. The mayor and the corporation of Dover presented him with an address of welcome, after which the President and party drove to the railroad station and took a train for London.

FATAL DROWNING ACCIDENT.

Boat With Four Occupants Swept Over Mill Dam.

Walkerton, May 26.—Three lives were lost on Saturday night under exceptionally sad circumstances. The victims were Miss Bertha Obright, aged 20; Miss Gertrude Obright, and Fred Clark, aged 21.

The girls were sisters, and Fred Clark was a brother of "Bun" Clark, the well-known lacrosse player.

Simone Smith was almost a fourth victim of the accident, which occurred at the milldam on the Saugeen river.

The four had gone out intending to row across the mill pond. The boat was allowed to drift down the river, none thinking that the dam was so close until the boat struck a log, about five feet from the dam.

One of the young men got out on the log to steady the boat, and the girls, in their fright, commenced to scream. Their cries were not responded to, and finally the boat got to the dam. There the young men attempted to hold it, while the girls continued to scream, becoming hysterical.

At last it was decided to attempt a desperate chance, to allow the boat to go over the dam, trusting that it would remain upright, but just as the bow got over the brink, the current swung the stern around and the boat upset.

The young men made a desperate attempt to rescue their