

23 KILLED-A SCORE INJURED

Fatal Collision of Two Circus Trains on the Grand Trunk.

A despatch from Durand, Mich., says: Wallace Bros.' circus trains were wrecked in the Grand Trunk yards here on Friday and 23 men, mostly employes of the circus, were killed. Twenty more were injured, some fatally. The show was traveling in two sections over the Grand Trunk tracks from Lansing to Lapeer, and the accident, it is said, was caused by the failure of the second section of the train to stop on time. The second crashed into the first at full speed. The engine of the second section and four cars of the first section were completely demolished. Much valuable property was destroyed, and the loss to the circus people will probably be very heavy. Some of the victims were people attached to the train. These include Trainmaster J. McCarthy, of the Grand Trunk. Some of the animals were killed.

AN APPALLING SCENE.

The scene after the collision was appalling. The wreckage was strewn and piled high. The shrieks of the injured and the bellowing of the frightened animals could be heard above the hiss of the escaping steam and the excited shouts of the rescuers. It was some hours before the injured were rescued from the wrecked cars. Some of them were in terrible agony, and it is thought that seven more will die.

INJURED CARED FOR.

A wrecking crew was on the scene in a very few minutes. All the physicians and trained nurses in town were sent for, and those in nearby places were rushed to the scene on handcars. The Hotel Richelieu was converted into a temporary hospital, and scores of volunteers with stretchers were in readiness. The dead, many of them so terribly mangled that identification seemed impossible, were laid on the grass, a short distance from the scene. By six o'clock a corps of twelve physicians was at work. Four of the injured died at the hospital before 8.30 o'clock. When the wrecking crews had finished, seventeen dead men

were lying on the ground awaiting removal to the morgue. The circus performers were on the rear of the moving train and escaped injury. Wallace Bros. say that their loss will be heavy, but have given no estimate of it as yet. This is the second wreck that the Wallace shows have suffered within a month.

OFFICIAL STATEMENT.

A despatch from Montreal says: The G. T. R. management issues the following official statement of the accident:—At 3.30 on Friday morning a second section of Wallace's circus trains collided with rear end of first section just west of Durand, Mich., due to engineer Probst, of the second, not having his engine under control coming into the yards. The collision resulted in destroying the caboose of the first section and an old sleeping car which was occupied by tent and animal men belonging to the circus. It is reported that a number are killed and injured. Among the killed are Trainmaster J. W. McCarthy and Special Agent Large, of the Railway Company, and Assistant Special Agent Foley, Road Foreman of Engines, J. Hazel, of the Railway Company, and Master of Transportation Thorpe, of the Circus Company, who were also in the caboose, are among the injured. The circus was enroute from Charlotte to Lapeer, Mich., where they were to exhibit.

BRAKES WOULD NOT WORK.

Engineer Probst, Fireman Colter, and Head Brakesman Benedict, who was also an engine of the second section, say that if the brakes had worked there would have been no collision. Fireman Colter and Brakesman Benedict jumped, but Engineer Probst remained at his post trying to get the brake to work until his train was within less than a hundred feet of train No. 2, he then jumped. He was shaken up, as was the fireman and brakesman. None of the crew of either train was hurt.

General Manager F. H. McGuigan, of the Grand Trunk System, was on his way from Chicago to Montreal, and arrived at the scene on the passenger train at 7 a.m. He immediately took charge of the work of clearing the track and caring for the injured and dead.

CORONATION OF THE POPE.

Most Magnificent Rite of the Catholic Church.

A Rome despatch says:—The ceremony of the coronation of Pope Pius X took place on Saturday in the Basilica of St. Peter's, in the presence of the princes and high dignitaries of the church, diplomats and Roman nobles, and with all the solemnity and splendor associated with this, the most magnificent rite in the Roman Catholic Church.

Those who had special invitations, including the high ecclesiastics who were not participating in the procession, the diplomats and Roman aristocracy, had a reserved entrance through the sacristy of St. Peter's. Prince Massimo, accompanied by his daughter-in-law, Princess Beatrice, the daughter of Don Carlos and Duke Robert of Parma, were the only members of a royal family to attend. Among the aristocracy there was a great mixture of those Roman nobles who remain faithful to the Papacy and those adhering to the Quirinal. Inside the Vatican Palace there was no less movement and bustle as the Papal procession, composed of about 500 people, was formed. The Pope seemed to be the only tranquil one among them all.

As Cardinal Macchi, the dean of the cardinal deacons, placed the triple crown on the head of the venerable Pontiff, the throng of seventy thousand persons gathered within the cathedral burst into unrestrained exclamations; the choir intoned a hymn of triumph and the bells of Rome rang out a joyful peal.

After the ceremony Pope Pius was quite overcome and had scarcely strength left to impart the apostolic benediction. Cardinals Macchi and Sogni granted a plenary indulgence to all present, and the procession then reformed and left the Basilica in the same form as it came.

The Pope was visibly fatigued, and his right hand shook as he raised it time after time to bestow his blessing. When the ceremony was over all the exits to the Basilica were opened, and within less than an hour the vast Cathedral was empty.

ATTEMPTED SUICIDE.

Prominent Newspaper Man of Dundas Attempts Suicide.

A despatch from Dundas says:—Alex F. Pirie, editor of the Dundas Banner, who is well known all over the Dominion, shot himself Saturday evening about 9 o'clock. It is supposed that grief over his wife's death led him to make the attempt on his life. He had spent the evening with his cousin, Robinson Pirie, of the W. E. Sanford Company, and T. H. Begue. The three had sat chatting for some time. Mr. Begue went home and Robinson Pirie suggested a stroll. "Wait a minute till I run upstairs," was his cousin's reply to the suggestion. In a few minutes Robinson Pirie was startled to hear a shot. He hurried upstairs to find his cousin stretched out on the floor with the blood streaming from a bullet hole in his temple. The wounded man had evidently placed the weapon close to his head, for the bullet went right through the brain. Robinson Pirie rushed for Dr. Ross. When they returned they found the injured man sitting up on the bed. He held a photograph of his dead wife in his hand and was looking fondly at it. In answer to questions, he made muttered replies, in which his wife's name was repeated over and over again, but he could give no connected account of what led him to shoot himself.

Dr. Olmsted with Dr. Ross attempted to remove the bullet. They did not succeed, although they relieved the pressure on the brain, and they say there is just a chance of his getting over it.

Mr. Pirie is about 50 years of age. He has a family of four sons, three of whom are in Manitoba.

FATAL HAYFORK ACCIDENT.

Young Farmer of North Perth Received Fatal Injuries.

A Stratford despatch says: While operating a hay-fork on the farm of his brother in Adelaide Township, David A. Ellis aged 27, met a severe accident. The rope slipped from a pulley, throwing the machine out of gear. Ellis stepped forward to grasp the trip rope in an attempt to swing the bundle of hay around, when a team of horses, operating the machine, suddenly started forward, the sudden strain snapping the rope from which the bundle, weighing some 500 pounds, was suspended, and allowing it to descend with terrific force upon young Ellis, inflicting injuries in the back and neck from which he expired.

HUDSON'S BAY EXPEDITION

Party Will Leave Halifax Towards End of August.

An Ottawa despatch says:—Mr. A. P. Lowe, who has charge of the expedition which will be sent to Hudson's Bay by the Government, for the purpose of investigating the fisheries there, is busily engaged in perfecting his plans. Representatives of the Departments of Public Works, Agriculture, Interior, and Marine and Fisheries, will participate in the operations and gather information for their respective branches. The expedition will leave Halifax about the latter part of the month.

THE MARKETS

Prices of Grain, Cattle, etc in Trade Centres.

Toronto, Aug. 11.—Wheat—The market is quiet, with only a limited demand for Ontario wheat, No. 2 white and red winter, old, quoted at 74½ to 75c; new at 72 to 73; low rates to mills. Manitoba wheat is firmer. No. 1 hard quoted at 91½c Goderich, and No. 1 Northern at 99½c Goderich. No. 1 hard, 97½c grinding in transit, lake and rail, and No. 1 Northern at 96½c.

Oats—The market is quiet, with fair offerings. No. 2 white quoted at 30 to 30½c high freights, and No. 1 white at 32c east.

Barley—Trade is quiet. No. 3 extra quoted at 43c middle freights, and No. 3 at 40 to 41c.

Rye—The market is quiet, with export value at 48c middle freights for No. 2.

Peas—Trade dull, with No. 2 white quoted at 61c high freights, and at 63c east.

Corn—Market is unchanged. No. 3 American yellow quoted at 61c on track, Toronto, and No. 3 mixed at 60½c, Toronto. Canadian corn purely nominal.

Flour—Ninety per cent. patent quoted to-day at \$2.83 middle freights, in buyers' sacks, for export. Straight rollers of special brands for domestic trade quoted at \$3.25 to \$3.45 in bbls. Manitoba flour steady; No. 1 patents, \$4.20 to \$4.30; first bakers, \$3.90 to \$4, and strong bakers, \$3.80, Toronto.

Millfeed—Bran steady at \$17, and shorts \$18.50 here. At outside points bran is quoted at \$15 to \$15.50, and shorts at \$17. Manitoba bran, in sacks, \$18, and shorts at \$21 here.

THE DAIRY MARKETS.

Butter—The receipts of butter continue good, and prices generally unchanged. The demand is chiefly for finest grades. We quote:—Choice 1-lb. rolls, 15 to 16c; selected dairy tubs, uniform color, 14 to 15c; secondary grades, store packed, 12½ to 13c; secondary prints, 18 to 19c; solids, 17½ to 18c.

Eggs—The market is quiet. We quote:—Strictly new laid, 14½ to 15c; fresh (candled stock), 14c; seconds and checks, 10 to 11c.

Cheese—There is very little doing, with prices unchanged. We quote:—Finest, 9½ to 10c; seconds, 9½ to 9c.

HOG PRODUCTS.

Dressed hogs firm. Cured meats are steady, with a good demand. We quote:—Bacon, long clear, 10 to 10½c, in ton and case lots. Pork, mess, \$19 to \$20; do., short cut, \$21.

Smoked meats—Hams, 13 to 14c; rolls, 11½c; shoulders, 10½c; backs, 15 to 15½c; breakfast bacon, 14 to 14½c.

Lard—Market is unchanged. Tierces, 9½; tubs, 9½c; pails, 19c; compound, 8 to 9c.

LIVE STOCK MARKET.

Toronto, Aug. 11.—The export cattle trade was dull at the Western Market to-day, and sales were slow, and in most instances at lower prices than last week.

The heavy deliveries of export cattle are causing a slight congestion thereof in the market, and hence buyers were not inclined to operate unless they could get their wants supplied on a cheaper basis than prevailed last week. So drovers did not quickly sell out, and a few loads remained unsold till the close of the day. There were a fairly large number of exporters' of excellent quality offered, and as high as \$5.15 was obtained for at least one load, by Crawford and Hunnisett, as may be seen by the list of transactions given below.

The butcher trade was quiet, and the quality of this class of cattle brought forward was not extra good, there being too many rough and inferior animals on sale for the demand. Consequently this class suffered most severely in the decline.

There was a little enquiry for feeders and stockers, and a few loads sold at current quotations. Values in these are inclined to be easier in sympathy with the declines in the local export market.

The values of sheep kept up well, and despite the large deliveries all offered were sold. Spring lambs, however, sold considerably below last week's prices, and the prospects are that they will remain low.

The run amounted to 81 cars, containing 910 cattle, 2,308 sheep, 1,700 hogs, and 64 calves.

The market for exporters' was dull at \$4.40 to \$5 per cwt., with 10 or 15c extra paid in a few instances.

There was little change in butchers' to report. We quote as follows: Picked lots, \$4.40 to \$4.60; good loads, \$4.35 to \$4.50; fair to good, loads, \$3.75 to \$4.30; common, \$3 to \$3.70; rough and inferior, \$2.50 to \$3; canners, \$2 up.

The enquiry for feeders and stockers was light. Quotations follow: Feeders, steers of good quality, 900 to 1,000 lbs., at \$4 to \$4.50; stockers, 1 year to 2-year-old steers, 400 to 700 lbs., \$3 to \$3.50; off-colors and poor breeding qualities, same price, \$2.50 per cwt., and upwards.

About thirty milch cows sold at \$25 to \$48 each.

The sheep trade was quiet and lambs were dull and 1 to 1½c lower. We quote: Lambs, \$3.50 to \$4.00; export ewes, \$3.50 to \$3.60; bucks,

\$2.50 to \$2.75 per cwt.; culls, \$2.00 to \$3.00 each. Calves sold at 4 to 5c per lb. Hogs were steady and unchanged. We quote: Selects, 160 to 200 lbs., \$6.50; fats and lights, 25c less.

UNITED STATES MARKETS.

Buffalo, Aug. 11.—Flour—Firm. Wheat—Spring, no demand; winter, strong for red; No. 1 white, 80c; No. 2 red, 81c. Corn—Strong for yellow; No. 2 yellow, 57½c; No. 2 corn, 56½ to 56c. Oats—Fairly active and steady; No. 2 white, new, 37½c; No. 2 mixed, 35c. Barley—Nothing doing. Rye—No. 2, 53½c. Canal freights—Steady.

Minneapolis, Aug. 11.—Wheat closed—79½c; December, 78½c; on track, No. 1 hard, 87½c; No. 1 Northern, 86½c; No. 2 Northern, 84½ to 85c; No. 2 Northern, 81 to 84c.

Duluth, Aug. 11.—Wheat—To arrive, No. 1 hard, 86½c; No. 1 Northern, 86½c; No. 2 Northern, 84½c; September, 81½c; December, 83½c.

IN CYCLONE'S WAKE.

Ottawa Valley Mill Destroyed—Men Killed and Injured.

An Ottawa despatch says:—A terrific storm passed down the Ottawa Valley on Thursday afternoon, carrying death and destruction in its train. At Deschenes, six miles west of Ottawa, a big lumber mill belonging to Fraser Bros. is just approaching completion. It is one of the finest mills in Canada, and splendidly equipped. On the east side was the engine and boiler-house, a one and one-half storey brick building. In this structure there were working when the storm broke, James Campbell, the 22-year-old son of ex-Ald. W. J. Campbell, and his helper, Joseph Valiquette. From the mill site straight across the river is a distance of three miles. The wind sweeping with tremendous force across the lake struck the front of the engine-house, carrying down the front wall, and burying Campbell and Valiquette under a mass of bricks and mortar. The storm in its wild career struck the centre wall of the engine-house, which fell on a lineman of the Hull Electric Co. named Joseph Chugg, who happened to be in the engine-room. The north end of the building was also blown down, but the side walls were left standing.

An alarm was immediately raised, and a crowd of Fraser's employes rushed over to the wreck. After half an hour's digging the three men were extricated, Campbell and Valiquette being fearfully crushed. The injured were placed on an electric car, but young Campbell expired just as the car was reaching Hull. The doctors say Valiquette will not live, but Chugg will recover. The accident created quite a gloom in the city, the Campbell family being well known.

FOUR BOYS DROWNED.

Capsizing of a Boat at St. George New Brunswick.

A St. John, N.B., despatch says:—The worst fatality of the year in New Brunswick happened at three o'clock on Saturday afternoon, when four youths lost their lives in the Magarandavie River, about two miles below St. George, N.B. The dead are John Chambers, aged 20, and Geo. Phillips, aged 15, of St. George; Guy Henry, aged 19, and his brother, Gilbert, aged 12, of Cathness, near St. George. A fifth boy, Charles Chambers, was saved. The boys borrowed a sailboat, and started for a cruise down the river. They did not know much about handling a boat, and were sailing along with the main and jib sheets tied down. A sudden squall caught them unprepared, and sent the boat keeling over, filling her with water. She righted again, but immediately sank, carrying four of them down with her. Charles was the only one who could swim, and he reached the bank. The father of the Henry boys saw the accident from the river bank, but was powerless to render assistance, as there was no boat in the vicinity. The bodies were recovered.

TO CONNECT WITH G.T.P.R.

Temiskaming Railway to Be Double in Length.

A Toronto despatch says:—The Ontario Government has decided that as soon as the route of the G. T. P. R. through Ontario is definitely known a connection will be made with the Temiskaming Railway. An immediate survey from New Liskeard northerly has been ordered with that purpose. The line from North Bay to New Liskeard will be completed some months before the contract expires. The extension north to the G. T. P. R. will probably be about 80 miles. This will mean a Government constructed and owned Ontario railway nearly 200 miles long.

FIRED ON STRIKERS.

Three Men Killed and a Score Wounded in Meise.

A Kioff, Russia, despatch says: Three women were killed and 24 wounded on Thursday when the Cossacks fired on and charged the strikers who were attempting to interfere with railroad traffic. The rioters number 2,000. A magistrate, an officer, and several soldiers were injured by stones.

TERRIBLE ACCIDENT.

Nine People Killed and a Dozen Seriously Hurt.

A Philadelphia despatch says: Nine persons are dead, at least 12 are thought to be fatally injured, and fully 150 others hurt, some seriously, as the result of an accident on Saturday at the Philadelphia National League baseball park. A board walk, which overhung the left field bleachers fell to the street, carrying 200 spectators.

The accident occurred while the Boston team was at bat in its half of the fourth inning of the second game. Over 10,000 persons had assembled to see a double-header between Philadelphia and Boston. The accident was indirectly due to a quarrel between two drunken men on the street. A crowd was attracted to the narrow walk over the bleachers. The walk became crowded and without a moment's warning two hundred feet of it fell to the sidewalk below, carrying all who were on it. The roar made by the falling timber created a panic. The spectators on the bleachers rushed into the playing field. The ball players and others tried to stop the mad rush, but they were swept aside. Several persons were badly hurt in the crush.

A SCENE OF HORROR.

Outside the grounds the scene was one of horror. Some of the injured were buried under the wreckage. Others were lying in the gutters and dozens were stretched out in fifteenth-street on the car tracks. Willing hands cared for the injured, and all the houses in the vicinity were thrown open to the victims, while ambulances and wrecking cars from the street car barns were being hurried to the scene. One wrecking car was quickly filled with helpless men and rushed to St. Joseph's Hospital, more than two miles away. Others of the injured were quickly loaded into wagons and hurried to the Samaritan, St. Mary's, the Jewish or St. Luke's Hospitals.

At the hospitals the injured were laid out in the hallways and every other available place, patients even giving up their beds. As soon as news of the accident spread, scores sought relatives and friends. Men pushed their way through the crowd, and frantic women appealed to the police for permission to enter the hospitals to find out whether the person they were interested in was there. The police, however, kept everybody back in order to give the hospital attendants an opportunity to work. It is estimated that fully 100 persons were injured who went direct to their homes.

An examination of the walk after the accident showed many of the wooden supports, which extended three feet beyond the wall to be rotten.

Hamilton's Great Carnival and Reunion of Old Boys.

Thousands are sure to attend the great Carnival and Reunion. It is only fair to say of the people of Hamilton, Ont., that when they undertake anything it is always well done. They have that reputation, and this coming month, with their monster Carnival and Old Boys' Reunion, they are going to eclipse every previous effort. The dates are August 17th, 18th, 19th and 20th, and there isn't a minute of the whole time, according to the program, when there won't be something doing. On Monday, the first day, the Old Boys will be welcomed home. There will be athletic sports, massed band concerts and boxing tournaments. On the second day, the Old Boys and Veteran Firemen will parade. There will be sailing regattas, and grand fairyland illumination of the far-famed Hamilton Beach. In the city parks, and at night in the Armory building, there will be band concerts. On Wednesday there will be a monster floral parade of carriages, a Gymkhana parade and Gymkhana sports at the Jockey Club grounds, and a reunion of Central School pupils of the past fifty years. On the evening of this day there will be a magnificent fireworks display on Dundurn and Harvey Parks. Thursday, the last day of the Carnival, is Civic Holiday in Hamilton. It will be a great day. There will be a Trades Parade in the morning with decorated floats, and a work horse parade and competition. In the afternoon there will be a grand Military Review in which American Regiments will march with the soldiers of the King, and artillery and Infantry of many corps will join in producing a spectacle, the like of which has never before been seen in this Province. This will take place at the Jockey Club grounds, and will continue all afternoon and evening, closing the Carnival in a blaze of enthusiasm.

Added to the attractions named is the Midway and Street Fair, held in the centre of the city, in which there are no less than fifteen wonderful shows, as follows:

- Trained Wild Animals in a Steel Arena.
- The Streets of India.
- The House Upside Down.
- The Ferris Wheel.
- Dog and Pony Circus.
- German Village.
- Down in Dixie.
- Aztec Twins.
- Garden of the Gods.
- The Girl from Up There.
- Buckskin Ben's Wild West.
- Trip to Melodia.
- Aquatic Circus.
- Moving Pictures.
- Night in the Orient.

If you want to forget your troubles; if you want to renew your youth; if you want to have a week of unadulterated, pure enjoyment, you will visit Hamilton during Carnival week. The railways are all issuing return tickets for the great show at single fare rates.