DETAILS OF WRECK NEAR GUELPH, ONT.

Ex-Mayor Donohue and Charles Rankin, of Stratford, and Little Girl Killed.

About Forty Injured—Broken Rail the Cause—Cars Rolled Down Embankment.

THE DEAD.

John O'Donohue, ex-Mayor, Stratford.
Charles Rankin, Stratford.
Four-year-old child of H. C. Walker, Peterboro', brother of G. E. Walker, Guelph, ticket agent G. T. R.

THE INJURED.

Mrs. John L. Doran, Toronto, lying in St. Joseph's Hospital, semi-conscious, recovery doubtful.
John L. Doran, Toronto, part owner Sleeman brewery, Guelph, injured in side.
John Doran, jun., Toronto, 8 months old, badly injured about head.
Thomas Scott, Listowel, three ribs broken; injured internally; not expected to live.
H. S. Snead, Toronto, head cut.
J. Anderson, Acton, arm bruised.
B. A. Perry, Toronto, back hurt
Archibald Priest, Toronto, hand hurt and ribs broken.
William Alderson, Toronto, G. T. R. car inspector, four ribs broken and forehead hurt; not dangerous.
Adam Klippert, Toronto, right arm broken.
R. L. Cross, Toronto, ribs fractured, cut on head; not serious.
Miss Starr, Toronto, ear painfully torn.
Richard Polley, Toronto, head injured.
Rev. R. E. Knowles, Presbyterian minister, Galt, shoulder dislocated.
W. E. Buckingham, Guelph, head cut badly and body bruised.
D. N. Dennison, Stratford, knee sprained.
R. Pearson, Hickson, head cut.
H. M. Patterson, Stratford, lower jaw crushed.
Miss K. Cowan, Sarnia, suffering from shock.
Geo. Wilson, machinist, head hurt.
Miss M. McWhinnie, Stratford, head hurt.
Frank Kelly, Galt, side hurt.
M. D. Barry, Rockwood, bruised and badly shaken up.
Mrs. Donald McGregor, Acton West, cut about head and shoulders; not serious.
Mr. Jones, Mitchell, side badly sprained.
Mr. Strong, Ancaster, not serious.
W. A. Rolling, Berlin, not serious.
Frederick Davis, recently from London, England, and on his way to Clifford to farm, had his left hand badly cut.
Mrs. Ellen May, nurse to Doran child, Toronto, severely injured.
Miss Gertie Walters, Acton, arm broken; not serious.
Mrs. John Walters, Acton, back injured; not serious.
Miss Mabel Randall, Camlachie, shoulder hurt; not serious.
Albert Rogers, Oshawa, artery cut in thumb.
William J. Ney, Stratford, arm broken.
H. J. Waite, Port Huron, shoulder bruised.
John D. Beatty, Sarnia, head injured.
J. H. Hetherman, superintendent Canadian Express Co., Stratford, two scalp wounds; one big, but not dangerous.
James Ryan, Guelph, left foot badly crushed; amputation may be necessary.
Harold Walker, Peterboro', arm and side hurt.
M. A. Overend, Dominion Line freight agent, Toronto, slightly injured in arm.
L. Hutchinson, Listowel, head and ribs hurt.
John Arksey, Addington, Man., arm bruised.
J. S. Andrews, Goderich, head injured.
R. F. Sheriss, Traders' Bank, Toronto, shaken up.
T. E. Hayden, Stratford, hand injured.
J. P. Wright, Detroit, head injured.
E. Bachelor, Tavistick, arm bruised.
Wm. Sutton, Stratford, arm injured.
H. A. Halen, Berlin, head and hands cut.
D. O. Ritz, Berlin, hand injured.
H. W. Acasson, Walkerville, head bruised.
D. W. Anderson, Toronto, back hurt.
Thos. Meadows, Stratford, injured about the head.
A. Brechlin, Tavistock, arm hurt.
F. J. Locke, St. Thomas, cut about face and head.
S. Sterling, traveller for Wyld, Grassett & Darling, Toronto, head cut.
George Hughes, Toronto, shaken up.

How It Happened.

Guelph despatch: Trainer's Cut, about two and a half miles east of Guelph, was the scene of a serious accident to the Grand Trunk train from Toronto at 2.40 this afternoon, in which two men and a young child were killed, and about forty passengers were more or less injured. The train was bound for Chicago, and left Toronto at 1 o'clock. It was traveling at the rate of about fifty miles an hour when a rail broke and caused the disaster.

The rail broke on the south side of the track, and almost immediately afterward a fish plate at the north rail gave way. Then three passenger coaches, including the parlor car at the rear of the train, and the combination car, began to pound the ties. After traveling in this way about fifty yards they broke from the forward portion of the train and went down the steep embankment to the north of the track, into a swamp. The engine, tender and baggage car went about two hundred yards further on, bumping on the ties at a considerable speed, when the baggage car broke loose, and pulled the tender from the rails. The locomotive remained on the track, the engineer having applied the emergency brake, and only the rear wheels were pulled off the track.

At the point where the accident occurred there is a slight curve, and it is customary for the engineer to shut off steam a short distance nearer Guelph as the train enters the city, being down grade there. The fatalities occurred on the second last coach. Ex-Mayor O'Donohue, Stratford, was shot across the car when it was making the rapid descent down the embankfent, and landed on his head on the clothes rack above the windows. His neck appeared to have been broken. He was killed instantly. Charles Rankin was on his way home to Stratford after witnessing a hockey match at the Mutual Street Rink, Toronto, last night. He was formerly one of the best-known hockey players in the Province. Of late years he has not played, but has acted as referee at many games. He conducted a restaurant and confectionery store. A sad feature of his death is the fact that he had been married only a little over a week.

The Walker child that was killed was seated beside her little brother, the children being acompanied by their mother. When the cars left the track the little one disappeared from view, and it is thought she went through the window and underneath the car. Her little brother was not seriously hurt. The mother was injured, but not badly. She was almost prostrated by the shock of the death of her child.

One of the best known men on the train was Rev. R. E. Knowles, Knox Church, Galt. He was in the fateful car, and in the bump two men were thrown up in the air and fell on top of him. His left hand was badly hurt, and his shoulder apparently was dislocated. He escaped from the car through the window. He said the scene was harrowing, and one which he never would forget. Mr. Knowles was on his way home from Ottawa, after lecturing there.

Slid Down Sixty Feet.

The cars, after leaving the track, slid part of the way down the sixty-foot embankment, then turned over. The three passenger coaches were strung out in line, not uncoupled, and near by was the combination car, turned in such a position as to form the letter L. The baggage car rolled down the bank some distance further on. The train was in charge of Conductor Woods, Port Huron, and the engine crew were William Thompson, engineer, and William A. Hurden, fireman. All the crew escaped without injury.

The passengers were all thrown promiscuously about in the cars when they landed at the bottom of the decline, and few came out unscathed. On the first pasenger coach was James Ryan, a well-known resident of Guelph, whose foot was badly crushed. It is feared amputation may be necessary. Mr. and Mrs. Doran and child were in this car. Mrs. Doran was bruised severely on the top of the head, and concussion of the brain is feared. Mr. Doran was coming to Guelph to visit friends, and Mrs. Doran and child were going on to her former home in Stratford. Mr. Doran was bruised and cut about the head.

H. J. Waite, a G. T. R. employee of Port Huron, was on the car in which ex-Mayor O'Donohue met death. Mr. O'Donohue was sitting on the side of the car opposite Waite. He said he thought all the cars slid down the bank right side up until they reached the bottom, then fell over on their sides. The first of the three cars, however, as soon as it reached the bottom, shot off endwise into a clump of trees.

Passengers Piled Up in Heaps.

Archibald Priest, a machinist of the Canadia-American Linotype Company, Toronto, was on his way to Guelph to do som ework on the eMrcury linotype machines, and was hurt in the acident. He was generally bruised, and it is thought some ribs were broken. He was in the passenger coach behind the baggage-car. He says his car rolled over once before reaching the bottom. In the jar when the car stopped the seats were wrenched from their places, the car considerably wrecked, the passengers thrown forcibly forward and the wreckage piled on top o fthem. He had two or three pasengers piled on top of him. One of them was bleeding from cuts, and Mr. Priest left the wreck and came to the city with his face covered with blood, though he was not cut. There must have been some marvellous escapes, as the mixup and confusion in wrecked cars was terrible.

An Official Statement.

The Grand Trunk gave out the following official report: "At about 2.50 p.m. No. 5, engine 955, Engineer Thompson, Conductor Woods, 2 baggage cars, 2 coaches and parlor car left the track on the embankment near Trainer's Cut, two miles east of Guelph. The entire train, with the exception of the engine and tender, went down the embankment. Three passengers killed, one seriously injured and thirty-nine slightly injured, the names of whom are given below. Derailment caused by broken rail. Immediately on advice of accident a special train conveying surgeons was despatched from Guelph to the scene of the accident, followed by another special corps of physicians. In addition to this a special train of coaches was immediately despatched from Toronto to take care of the passengers, and the injured were given prompt medical attention and removed to the hospital at Guelph, where everything was done for their comfort."

William Welch, believed to be the oldest member of the Grand Army of the Republic, and the oldest Mason in the United States, died yesterday at Claremont, N. H. He was 106 years of age.

HARRY THAW'S STATEMENT

May Send Him to the Criminal Insane Asylum.

Dr. Evans Examined by Mr. Jerome Concerning Statement.

Swore Thaw Was Insane When He Shot White.

New York, March 4.—Dr. Evans was recalled when the Thaw trial opened this morning.

"Taking all the letters you have read in the light of all you know about this case, what is your opinion as to the mental condition of the defendant at the time he wrote these letters?" was Mr. Jerome's first question asked of Dr. Evans.

Mr. Delmas objected that the question assumed that the witness had knowledge that was not in evidence.

Mr. Jerome withdrew the question and asked the witness if he had any knowledge of facts that have not been testified to.

An argument resulted, Mr. Jerome asserting that the only point in the case was whether the defendant was insane when the homicide was committed. He was anxious, he said, to bring out all the facts. Dr. Evans was allowed to answer, and said that so far as he could recall he had told all of importance that he could remember of what he had heard and seen on the first three visits to Thaw.

"Taking everything that you have testified to into consideration, what in your opinion was the mental condition of the defendant when he wrote these letters?"

"He was in a state of mental instability."

"Do you mean he was insane?"

"Not necessarily."

Mr. Jerome handed the witness a copy of the letter Thaw wrote to Anthony Comstock complaining of the "deus of vice" maintained by Stanford White and "other rich scoundrels," for the ruin of young girls.

"It shows," said Dr. Evans, after examining it, "that his mind seemed to be running upon young women and their supposed wrongs."

Dr. Evans' attention was again called to Thaw's will and codicil and he stated that the ideas and delusions indicated in those documents were different from those indicated in the letters.

"Are not the ideas or delusions shown in the will and codicil more concentrated than in the letters?" asked Mr. Jerome.

"Yes."

The will and codicil were written some years after the letters and Dr. Evans' answer would indicate that, in his opinion, Thaw's mental disease changed in form and became more serious.

Dr. Evans definitely stated shortly after noon that at the time Thaw shot and killed Stanford White he was insane (suffering an explosive outbreak of adolescent insanity.)

Dr. Evans said cases of adolescent insanity han been known to clear up over night.

Commission in Lunacy.

District Attorney Jerome's intention of applying for a commission in lunacy to examine Harry K. Thaw seemed to be definitely established to-day during the continuance of his cross-examination of Dr. B.D. Evans, the principal medical expert for the defence. Dr. Evans stated that he believed Thaw to have been suffering from adolescent insanity in 1903, and at the time of his marriage, April 4, 1905, and that when he killed Stanford White, June 25, 1906, he was the victim of an acute and recurrent attack of the same mental malady.

In addition to the three "explosions" he said there were indications of mental instability at other times. Mr. Jerome constantly referred to the subject of paranoia, but was unable to secure from the witness any admission that would tend to show Thaw a paranoiac. But from this line of questioning it seems probable that the prosecution will attempt to show that instead of being afflicted with the insanity of adolescence Thaw is actually a paranoiac. Dr. Evans would not classify adolescent insanity as chronic in Thaw's case and said he had known cases of this form of mental unsoundness to clear up over night.

New York, March 1.—District Attorney Jerome and his expert alienists—Drs. Flint, McDonald and Mabon—held a prolonged conference immediately after the adjournment of court yesterday on the question of Harry Kendall Thaw's present sanity. At the same time that these officials were in conference counsel for Thaw were earnestly engaged in consultation with the prisoner.

Both conferences related to the same subject, and they were of the utmost importance as touching upon the ultimate fate of the defendant.

Thaw issued a statement yesterday—foolish, ill-advised, and, maybe, fatal. This is what he said:

"With chances millions to one against her, after the catastrophe of 1901, it is wonderful that Mrs. H. K. Thaw prevailed in the cross-examination against the prosecution backed by blacklegs.

"Her testimony was absolute truth.

"Our evidence was of conversations. The cross-examination has proved the exact facts under oath.

"Mr. Jerome, finding his informants in certain lines falsifiers, concluded by more usual methods, which is to his credit.

"However, from some of his questions and some of his unprofessional remarks in court, it appeared clearly that the natural real goodness of the witness is above his comprehension."

What effect will the statement issued by Harry K. Thaw yesterday afternoon have on his trial?

This is the question that is calling forth such speculation. It is said that Thaw's lawyers did their best to convince him that it was bad policy to issue the statement, and only consented when he insisted that he be allowed to do so.

There are many who believe that Mr. Jerome will seek to put this statement in evidence and use it to show that Thaw is now insane, so as to take the case from the jury and send Thaw to the asylum for the criminal insane at Mattewan. To-day probably will be another day of uninteresting expert medical testimony.

SPAIN NOT SURPRISED.

She is Scarcely Interested Now in Disclosures in Cuba.

London, Mar. 4.—The Times' correspondent at Madrid sends the following cable despatch: The Imparcial, commenting on the alleged disclosures of bribery by Estrada Palma in 1897, when he was the principal agent in connection with the Cuban filibustering intrigues in the United States, says: "We do not share in the surprise these revelations have caused in America. We who followed day by day with critical vigilance the march of those events found in them much that seemed inexplicable." The same paper very truly reflects the impressions of the educated and governing classes when it says: "Spain bore her terrible trial with tranquil courage, and to-day will hardly feel curious on becoming cognizant of this most scandalous revelation. Having emptied to the dregs the cup of bitter poison, she will not shudder to see a miserable worm writhing at the bottom."

Spanish politicians, formerly connected with Cuba, and military men say they are at a loss to understand how the secret has been kept so long.

BATTLE TO DEATH.

LUCAN MEN PENNED IN CAR WHILE STALLIONS FOUGHT.

One of the Animals Killed at Last—Owners, Helpless to Avert Tragedy, Badly Bruised and Cut Under Hoofs of the Combatants.

Strathroy, Ont., despatch: Cooped up in a boxcar on a fast freight train, with two savagely fighting stallions, was the terrifying situation experienced by Paisley brothers, of Lucan, this afternoon. When the train finally reached here, one of the animals, valued at over $1,000, was dead, the other was badly injured, and both men were severely bruised and cut as a result of their efforts to separate the enraged animals.

The two stallions were being shipped to Montana, and were in a palace horse car, attached to a special freight ahead of passenger train No. 5. Just after the train had passed the Cove bridge, near London, one of the animals, alarmed at the jolting of the train, began to rear and plunge madly, and in an instant had broken the halter by which it was held. Immediately it commenced a fierce attack with teeth and heels on its mate, which was more securely fastened, and failed for the time to break loose. The two men made every effort possible to drive back the big vicious brute, but in the close area and gloomy interior of the car it was risking their lives to make a move.

That the two brothers did their best to separate the brutes is evidenced by the fact that the elder Mr. Paisley was knocked down three times, and each time narrowly escaped being trampled to death beneath the hoofs of the big beasts. The other stallion finally broke the tight fastenings, and the one-sided fight became a duel to the death. The two men were now powerless and could do no more than evade the terrible charges and blows of the gigantic monsters, who, covered with bloody foam and with bloodshot eyes, strove for the mastery, surging now to one end of the car and now to the other, but never for one moment letting up their death struggle.

Finally, it was apparent to the two lone spectators of the struggle, that one of the beasts was weakening. Its breathing came in mighty gasps, that spattered the sides of the car with bloody foam. Relentless, its mate continued to rain blows, till with a shriek almost pitifully human, the weakened animal dropped to the floor, dead.

Victory gained, the other big brute quieted down and submitted to being fastened again by the men.

The train had almost reached Strathroy by this time, and the train crew were notified of the state of affairs.

WHERE IS MRS. BEHENNA?

A Noted Artist Mysteriously Disappears in Montreal.

Montreal, March 4.—The mysterious disappearance of Mrs. Arthur Behenna, a noted artist, who has an exhibit of pictures at the art gallery here this week, is causing her friends much anxiety. She has not been seen since Friday, when she arrived from Ottawa to superintend the display of the work of her brush, consisting of portraits, among which is one of Lady Evelyn Grey, whom she recently painted.

Her family name is Arthur, and her home is in the south of France, but she is Canadian born. It was in Europe that she met Earl and Countess Grey, and promised to paint Lady Evelyn when she came to Canada. The disappearance of the lady is shrouded in mystery.

INSANE MAN'S DEED.

Julius H. Ward Put Tube in Mouth and Turned on Gas.

Toronto despatch: Julius H. Ward, an escaped inmate of the Queen street asylum, was found unconscious yesterday morning in a room in the Maple Leaf Hotel, Queen and Saulter streets, with the end of an eight foot length of gas tubing, through which gas was escaping from the gas jet, secured in his mouth by means of strings. He had engaged a room the night previous in the hotel, registering as G. H. Myers, of Toronto, and went to his room about 10 o'clock. He was removed to the General Hospital, and last night it was stated that there was some hopes of his recovery.

Ward had been a patient in the neurasthenic ward in the General Hospital under Dr. Myers until about ten days ago, when he was placed in the asylum. While out walking with an attendant on Wednesday he escaped.

NEW DREADNAUGHTS.

TWO RO THREE IF HAGUE CONFERENCE DOES NOT FORBID.

British Naval Estimates Presented in Parliament Last Night— Provision Also for Torpedo Boats and Submarines.

London, Mar. 4.—A statement of the naval estimates for 1907-8, presented to Parliament to-night, introduces quite a novel feature for it makes the construction of battleships during the coming year dependent in a measure upon the defence reached at the next peace conference held at The Hague. This new construction, estimated at $40,000,000, against $46,175,000 for 1906-7, Lord Tweedmouth, First Lord of the Admiralty, says, will include two, or unless an understanding between the naval powers is reached at The Hague conference, three large armored vessels of the Dreadnaught type.

One fast unarmored cruiser, five torpedo-boat destroyers, twelve torpedo boats and twelve submarines also are provided for. On April 1 there will be under construction five battleships, seven armored cruisers, eight torpedo-boat destroyers, seventeen torpedo boats and twelve submarines.

The estimates for the year show a total reduction of one thousand men and $5,675,000 as compared with 1906-7.

Lord Tweedmouth comments upon the striking improvements in the gunnery of the fleet compared to last year. In dealing with the redistribution of the fleets, LordTweedmouth touched indirectly upon the position of Admiral Lord Beresford. He explained that the "home" fleet was still in process of development and that some time would elapse before it could reach its full strength. He said the fleets at home will continue to be combined for war purposes under the orders of the commander of the Channel fleet, in other words, Lord Beresford, while the Channel, Atlantic and home fleets will carry out their periodic manoeuvres together under his command.

This presumably meets Lord Beresford's objections that practically all vessels of the destroyer class had been taken from the Channel squadron for the "home" fleet, as Lord Beresford is now in virtual command of both fleets.

ANTARCTIC SHIP

ARRIVES AT ORKNEY AFTER ENCOUNTERING ICEBERGS.

London, March 4.—The Argentine Antarctic ship Uruguay, which left Buenos Ayres on May 29th, 1906, has arrived at Scotia Bay, South Orkney Islands, after a perilous voyage, during which she encountered hundreds of icebergs and heavy pack ice and sustained considerable damage.

The Scotia Bay station was established by Scottish Antarctic expedition of five years ago, and was taken over in 1905 by the Argentine Government, which is continuing the meteorological and magnetic observations commenced by the Scottish expedition.

CHURCH LETTER.

REFORMED CHURCHES TO THEIR BRETHREN IN FRANCE.

Philadelphia, March 4.—The letter from the executive commission of the western section of the Alliance of the Reformed Churches throughout the world, holding the Presbyterian system to their brethren of the Reformed churches in France, has been given out here by Rev. Dr. Wm. Henry Roberts, secretary of the commission and stated clerk of the Presbyterian General Assembly. According to Dr. Roberts the commission represents fourteen Presbyterian and Reformed Church bodies in the United States, with a constituency ow 2,200,000 members and about 7,000,000 adherents.

FROZEN TO DEATH.

Kincardine Township Farmer Took the Wrong Road Home.

Walkerton despatch: A man named McLeod, who lived on the ninth concession of Kincardine Tewnship, went to Kincardine. As he had failed to reach home, search was made. It was found he had taken a road home from Kincardine that is only used in the summer time, and in a little grove by the road were found his frozen remains. He had taken off his overshoes, had one shoe unlaced, and apparently went to sleep, as he was found in a sitting picture. He had probably put the robe on the horse, as it was found on the snow beside the animal.

HELD AS HOSTAGE FOR DEBT.

Woman May Go When She Pays; Says Family, and Daughter Sues.

Detroit, March 4.—Legal proceedings have been begun by Mrs. Sarah Franklin to secure the release of her mother, Harriet Miller, 73 years of age, who, Mrs. Franklin claims, is being detained as hostage in a house on Thirty-third street, where she went to visit some time ago. When she sought to leave a few days ago she was detained by the family, who claimed she owed them $75 for expenses in burying a daughter of Mrs. Miller. When this is paid, they say, Mrs. Miller may go.

DELIBERATE CONSPIRACY.

Charged That Officials Plotted to Convict Western Miners of Murder.

Wallace, Idaho, Mar. 4.—That a deliberate conspiracy was formed among the officers of the penitentiary and the detectives to implicate the leaders of the Western Federation of Miners in the assassination of ex-Governor Steunenberg and that the conspiracy was to be backed by false evidence obtained by threats and bribes is in effect the charge made by Steve Adams in court to-day.

PLOT TO SLAY CZAR'S COUSIN.

An Infernal Machine Was Found on the Track.

St. Petersburg, Mar. 4.—The Novoe Vremya publishes a sensational account of the foiling of another plot upon the life of Grand Duke Nicholas Nicholaievitch, President of the Council of National Defence, and second cousin of Emperor Nicholas.

This plot is said to have been discovered shortly before 8 o'clock on Tuesday night, the time scheduled for bringing the Grand Duke from Tsarskoe-Selo. A guard patrolling the track near the station at the St. Petersburg end of the line caught a man dressed as a workman in the act of placing a wooden box in the middle of the track, at a point 200 yards from the imperial pavilion.

Aided by the darkness, the plotter fled, vaulting the fences that barred his way. He thus escaped to the cab of an accomplice, who was lying in wait near by, and drove away.

The box on the track was found to contain an infernal machine of enormous power. The mechanism was designed to cause explosion from the vibration of the train as it passed. The guard who made the discovery at once communicated it to the railroad officials, who signalled the train and succeeded in stopping it before it reached the mainline.

The entire neighborhood of the railway station was at once surrounded by police. A statement that the orders for the Grand Duke's journey into St. Petersburg were counterbanded is denied.

THE WRONG MAN.

DEATH OF A MAN WHO CLAIMED TO BE THE TICHBORNE CLAIMANT.

New York, Mar. 4.—In the morgue of the Kings County Hospital at Flatbush lies the body of an old man who called himself Roger Charles Tichborne and said he was Sir Roger Tichborne, the lost heir of the Tichborne estates in England. He died on Monday of apoplexy.

He filed a claim to the estates 25 years ago, but said he had lost at sea the papers which would prove his descent and had given up hope of ever establishing his rights.

The old man's story was that he was the eldest son of Sir James Francis Tichborne, and was born in Paris on January 5, 1829. He roved the seas for years. The story differed from the regularly accepted story. The young man whom the Tichbornes claimed as a son was supposed to have sailed from Rio on April 20, 1854, in the Bella, which was lost at sea.

DISESTABLISH ENGLISH CHURCH.

British Commons Adopts the Motion by a Large Majority.

London, Mar. 4.—For the first time in recent history the House of Commons to-night adopted a motion in favor of the disestablishment and disendowment of the Established Church in England and Wales. The motion was made by Mr. Everett, a private member, and the Government did not take any responsibility for it. Mr. Birrell, Chief Secretary for Ireland, was the only member who spoke in support of the motion. He explained that his views were personal.

The motion was carried by a vote of 198 to 90. The only previous division in the House on the question of disestablishment was in 1871, when it was rejected by a vote of 374 to 89.

UNPROVOKED SHOOTING.

James Holmes Fired at Near Hymers by a Stranger.

Port Arthur, Mar. 4.—A man named James Holmes was shot by an unknown man on the Duluth extension track near Hymers on Monday night about 11 o'clock. Holmes and the stranger were walking along the track towards Hymers. It is said that when about a mile from their destination the stranger, who had a shotgun in his possession, deliberately fired at Holmes, inflicting wounds in the legs and body. Holmes, however, was able to continue his trip to Hymers.

When he arrived there he was almost exhausted from loss of blood. He told his story to the people and a search was at once made for the would-be-murderer, but no trace of him could be found. Holmes was brought down to Fort William hospital, and it is said that he is in a critical condition.

BITTEN BY DOG.

SYRIAN HAS BEEN DEPORTED FROM UNITED STATES INTO CANADA.

Port Huron, Mich., March 4.—With nothing to look forward to but a lingering death, Abnod Abraham, aged 28, a Syrian, suffering from hydrophobia, has been deported to Canada by Immigration officers at the tunnel. Abraham was bitten by a dog several days ago, and his mind has already become affected. He said if he could get to Point Edward, Ont., friends there would care for him.

LICENSE INSPECTOR ASSAULTED.

A 200-Pound Antagonist Makes It Rather Warm for Him.

Rosthern, Sask., Mar. 4.—While discharging his duties at Radisson last Thursday License Inspector Wm. Drain, of Rosthern, was feloniously assaulted by Thomas Craig, proprietor of the hotel there. Drain was retiring for the night when Craig went to his room, locked the door, and threatened to kill him. A sharp scuffle ensued, but Drain managed to check his two-hundred-pound antagonist. The Attorney-General's Department has taken up the matter and the case will be rigorously investigated.

Get Your Roofs Shingled Right

It's Less Money And Less Work

Tools A-Plenty

You can put on a roof that will last a hundred years and be the right kind of a roof every minute. Or you can put on a ten-year roof that will probably leak after the first rain hits it, and keep leaking till it is rotted away.

Either roof will cost you about the same in money at the start.

But the "Oshawa"-shingled roof will be FIRE-PROOF—literally; and wind-proof—actually; and lightning-proof—positively. That's the hundred-year roof! And that "Oshawa"-shingled roof will be weather-proof for a century. We'll GUARANTEE in every way for a quarter-century—from now till Nineteen-Thirty-Two.

Guaranteed in writing for 25 years—and you needn't ever paint it, even! That's saying something, isn't it?

What would your mill-man say if you asked him to guarantee cedar shingles for even ten years? He certainly would make remarks!

And even the best cedar-shingled roof will be leaking badly inside of ten years. Seven out of ten of them leak the first time it rains. No wood-shingled roof is fire-proof for a minute, and the first high wind that catches a loose shingle—whooosh! goes half your shingled roof over into the next township.

Yet cedar shingles cost you just about the price of these guaranteed "Oshawa" Shingles—28-guage toughened steel, double galvanized—good for a century, guaranteed in writing till 1932,—fire-and-wind-and-weather-proof and lightning-proof.

Four-dollars-and-a-half a square buys "Oshawa" Galvanized Steel Shingles—ten feet by ten feet. Compare that with the present price of cedar shingles—how does it strike you?

And you can put on these "Oshawa" Galvanized Steel Shingles yourself, easily,—with no tools but a claw-hammer and snips. Simplest thing you know—can't get 'em on wrong.

"Oshawa" Shingles lock on all four sides—whole roof is practically one sheet of double-galvanized steel, that never needs painting.

And GUARANTEED—don't overlook that. Guaranteed in writing, over the seal of a company with a quarter-million capital,—guaranteed in plain English, without any ifs or buts, for 25 long years.

"Oshawa" Galvanized Steel Shingles are GUARANTEED in every way for Twenty-Five Years Ought to Last a Century

That's the argument in a nutshell—cost the same as wood-shingles; fire-proof, water-proof, rust-proof, lightning-proof; easier to put on; and GUARANTEED. That's the "Oshawa" proposition! Tell us the measurement of any roof, and we'll tell you exactly what it will cost to roof it with less work and for less money.

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