

YEAR 76-NO. 65.

## IS VERY GRAVE

### But Austrian Premier Hopes For Peace.

## BUSY AT BELGRADE

### WHERE EVERYBODY IS TALKING.

#### Ministry of War is Busier Than Ever—Owners of Valuables Are Getting Them Out of the Country—Austrian Warships Are at Spizza, in Montenegro.

Vienna, March 18.—Premier Von Bioneth, addressing a meeting of the party leaders of the Unterhaus, on the Austro-Serb question, said there was no doubt the situation was grave but, nevertheless, he was justified in hoping that the ultimate solution would be peaceful.

#### Busy At Belgrade.

Belgrade, March 18.—Everybody here is talking war and there is general excitement. The ministry of war is busier than ever. The rate of exchange is rising rapidly and steadily. Owners of important documents and other valuables are sending them seaward. The arrival of Austrian warships, at Spizza, Montenegro, where their crews were long occupied in landing and embarking manoeuvres, maddened the populace whose fury probably would have led to violence if the government had not taken the utmost precautions. Prince Nicholas and his government are determined to maintain their attitude of restraint.

#### Britain's Notification.

London, March 18.—Great Britain informed Austria, last evening, that she fully accepted the conditions for a conference proposed by the Vienna government, namely, that it should formally approve the annexation of Bosnia and Herzegovina. It is expected France and Italy, and probably Russia, will give similar assurances. This public announcement, it is declared, should pave the way for Serbia that she accepts the situation as it stands. At all events it leaves nothing in the way of a practical issue in the present dispute.

#### SICKENED WITH IT.

### Sounds Death Knell of Rag Time.

Pine Hurst, N.C., March 18.—"Rag time has had its funeral," said John Philip Sousa, the bandmaster, now here, in discussing popular music. "It had the gout of dyspepsia long before it died. It was overfed by poor nurses. Good rag time came and then half a million imitators sprang up as a result, and the people were sickened with their stuff." "I have not played a piece of rag time this season," continued the marching king, "and it's simply because the people do not want it. I used to play it. I do not discriminate between rag time and grand opera or anything else that possesses merit. Some of the best of the old rag time pieces will bear as severe manipulation as Dvorak bestowed on the old Slavonic dance tunes."

#### Presbyterian Home Missions.

Toronto, March 18.—At the home mission committee of the Presbyterian church, the treasurer, Rev. Dr. Somerville, declared that after all claims had been paid, he found that the committee would be in debt to the extent of \$16,500, and if the actual expenditure had amounted to as much as the estimates, the deficit would have reached \$25,000 or \$26,000.

#### DAILY MEMORANDA.

The Story of Kohobest Hats is Campbell Bros. Civic Fire Committee, 4 p.m., Friday. Public Meeting, Sunbury Town Hall, 8 p.m., G.T.R. Crossing, 7:30 p.m. Women's Auxiliary, M.C.A., all Fridays, 2:30 o'clock, under Mrs. Wm. Gill. Court Frontenac, I.O.F., to meet High Chief Ranger and visiting members, 7 p.m. Bohou Theatre—Extra Beautiful Picture Drama, in Colors, "The Love of Cupid and Psyche"; "The Miser's Gold"; "Visit of the Vagrants."

#### March 18th, in Canadian History.

1815—The military operations on land in the war of 1812 came to an end. (Duchess of Argyll), fourth daughter of Queen Victoria. 1885—Riel in open rebellion. 1900—The Academy of Music in Quebec was destroyed by fire. 1907—Death of Mrs. Featherston Osler, of Toronto, in her 101st year.



#### ARE YOU LOOKING

For a Dinner Set, to use every day, one that will stand the wear and tear, we have a special set we are offering for a short time only. Complete set of 97 PIECES, with gold handles, \$6.40.

#### Robertson Bros.

The New Brunswick legislature opened at Fredericton, to-day.

#### NO REVOLVER FOUND.

### Looking For a Witness—Report to Detectives.

Hamilton, Ont., March 18.—Under the supervision of Detectives Bleakley and Cooper, the sewer leading from Herkimer street into the Kinrade house was opened in the hope of finding the revolver that the murderer may have disposed of. No trace of the weapon or cartridges was found.

The time when Mrs. T. L. Kinrade took her home to go downtown on the afternoon of the murder has been established as being between 3 and 3:20. Miss McLellan, 94 Herkimer street, is a new witness who will settle that point. She was interviewed by the detectives and the story she told them was, in effect, that on the afternoon of the murder she was waiting for a friend, who was due to arrive at her home at three o'clock. The friend was late and Miss McLellan was near one of the front windows waiting for her arrival. She saw Mrs. Kinrade leave her home and walk east on Herkimer street. At 3:25 the friend arrived, and Miss McLellan told the detectives that Mrs. Kinrade had passed by just a short time previous to the friend's arrival. This would probably fix the time at 3:20 or 3:15 at the earliest, and will tend to settle the point about when Mrs. Kinrade left her home, as Mrs. Kinrade was unable to definitely state at the inquest the time when she started downtown.

The detectives are now looking for an important witness, a schoolgirl. The report has reached the ears of the authorities that some time ago Miss Gertrude Kinrade, after her sister Flossie returned from the south, made the remark to a friend, "Florence brought a nice little toy pistol home with her." The detectives have been trying for several days to find out who Gertrude is alleged to have made the remark to. Their information is to the effect that the girl attended the Collegiate Institute, but so far they have been unable to get a line on her. To a Spectator reporter the girl was made to say that Gertrude described the revolver as being a silver-plated one, but the detective's information, according to their announcement, is that the weapon was described by Gertrude as being a toy revolver. If the police can find the girl to whom this remark is alleged to have been made, she will be subpoenaed to attend the inquest.

#### ASK FOR INSPECTORS

### To Weigh the Grain Received at Elevators.

Ottawa, March 18.—Francis King, general counsel for the Dominion Marine Association; L. L. Henderson, acting for Montreal interests; Messrs. C. N. Bell and J. Fleming, representing the Winnipeg Grain Exchange, and a deputation from Toronto, acting for the Toronto Grain Exchange, this morning, waited on Sir Richard Cartwright, minister of trade and commerce, in reference to the handling of grain at Port William, Port Arthur, Kingston, Toronto, Collingwood, Montreal and other points in Canada. Lately, the shippers of grain, through the Dominion Marine Association, decided to refuse to longer make good shortages on grain cargoes because the rate of fifty bushels to a cargo of 10,000. Now Winnipeg interests are objecting to this, are asking for government inspection. In reference to this they waited on Sir Richard, to-day.

The marine association is quite in sympathy with this and is something that it has advocated for years. What is asked is that there should be one or more government inspectors at every point in Canada, where there are grain elevators, and they should be paid by the dominion government to inspect and see the grain weighed. It was to ask for these inspectors that the deputation, to-day, waited on the minister. The question is one of great importance to the interests of Canadian and American grain shippers, transportation companies and agents, and vessel owners.

#### WEIRD TALE OF NORTH.

### Famished Wolf Team Killed Driver's Child.

Saskatoon, Sask., March 18.—A weird tale of the great lone north land is brought to Saskatoon by Frederick Allingham and two companions, James and Mack J. Curtin, of this city, who have been spending the winter around Moose lake, north-west of the Pass. According to Allingham's informant, a trapper had secured a number of young timber wolves, which he trained for driving as they developed, the animals having remarkable endurance and speed. On one occasion the trapper had been away on a long journey and was finishing up a hard day, in which the animals had not received any food, as is the way in treating dog teams while travelling. As the driver and the team approached the shanty that was their home his little three-year-old child ran out to meet them, and as the famished animals reached her, they jumped on her and in a flash she was dead, before the father could raise a hand. Seizing a sharp axe from his "boat," the trapper went at the wild creatures and never stopped until he had killed the entire lot, numbering five.

#### CHARGED WITH ROBBERY.

### Claimed He Took Knife Strong Denial.

Trenton, Ont., March 18.—E. T. Vandusen, a mail clerk on the Central Ontario railway, was before Magistrate O'Rourke, charged with robbery from the mails. It is alleged that Vandusen extracted a pocket knife, which was marked and sent to a party in Trenton. This knife was Vandusen's person, when arrested. He alleges that the wrapper was of it and he was going to hand it over to an official of the road. After all evidence had been submitted and argument heard, judgment in the case was delayed for ten days.

#### Dr. Dixon Dead.

Brookville, Ont., March 18.—The death occurred, yesterday, at Frankville, of one of the best known and highly respected residents of Leeds county, in the person of Dr. M. L. Dixon, aged forty-six years. He took sick, Saturday, and death was due to appendicitis. He was a graduate of Queen's University and gold medalist of the class of 1884. He was a license commissioner and an ardent conservationist. He leaves a wife and one child. His wife was a daughter of the late Rev. Mr. Oliver, Methodist minister, and a niece of Hon. Frank Cochrane, minister of lands and mines.

#### Have You Seen?

The noble new styles in hats at Campbell Bros., the leaders in men's hats.

## LATEST NEWS

### Despatches From Near And Distant Places.

## THE WORLD'S TIDINGS

### GIVEN IN THE BRIEFEST POSSIBLE FORM.

#### Matters That Interest Everybody—Notes From All Over—Little of Everything Easily Read and Remembered.

Five steamers are on their way to Halifax, bringing 2,500 immigrants. King Edward witnessed two aeroplane flights, by Wilbur Wright, at Pau, on Wednesday.

The Ontario government has appointed James Sturdy as license inspector of Hamilton.

The French letter carriers have gone on strike in sympathy with the telephone and telegraph operators.

A government bill to be introduced in the legislature makes important amendments to the license act.

Ex-president Roosevelt will visit the Canadian west and the Peace river district after his return from Africa.

A strong deputation will present a monster petition for women's suffrage to the Ontario government on Wednesday next.

There is no truth in the rumor of a pending sale of the Pere Marquette railway to the Baltimore & Ohio railway company.

Hon. George E. Foster withdrew part of his statement of claim in his action against J. A. Macdonald, editor of the Toronto Globe.

The Canadian Pacific railway earnings for the week ending March 13th shows an increase of \$241,000 over the corresponding period of last year.

At Watertown, N.Y., Edgar Tedman, night clerk at the Crowder house, had his leg amputated, in an effort to stay the progress of a cancerous growth.

The railway station between Winnipeg and the Port William branch line of the Grand Trunk Pacific will be ready for operation by next September.

It is probable that Charles E. Macgoon, former provincial governor of Cuba, will be next by President Taft to Central America to investigate the situation there.

Senator Cloran's resolution of congratulation and good-will to Ireland was ruled out of order by the speaker of the senate, as the mover had neglected to give notice of it.

The Grand Trunk railway earnings for the week ending March 14th show a fair increase over the same period of last year. Following are the comparisons: 1909, \$709,819; 1908, \$677,295; increase, \$32,524.

J. P. Willis, member of the Belleville Board of Education, has given notice that the board ask the Ontario government to have colloquial French taught in the schools of this province.

The motion to quash the city of Toronto's by-law, reducing the number of licenses by forty, which was dismissed in the lower courts, will be taken to the divisional courts.

The total receipts of the Teniskaming & Northern Ontario railway for 1908 were \$892,000, an increase of \$129,008 over 1907. The net earnings were \$284,000, as compared with \$268,107 the previous year.

At Cobourg, Thomas Smith, a brakeman, met with a painful accident while engaged in placing some cars at the steel plant. The driver's hand caught between two toes had to be amputated.

#### HUGE POWER SCHEME.

### Second Largest in Canada—An Ottawa Engineer.

Ottawa, March 18.—The contract for the excavation and concrete work of the second largest waterpower development scheme in Canada has been let to Francis B. Gilbert, New York. This is on the St. John river, at Grand Falls, New Brunswick, 200 miles north of St. John and about two miles east of the state of Maine, and the total expenditure will be over \$5,000,000. The plant will generate 100,000 horsepower and will be distributed to various cities throughout the province and Maine. Among other features the work involves the construction of a number of shafts in rock excavation 130 feet deep; a power chamber 30 by 260 feet and 130 feet deep a tail race 28 feet in diameter and 2,400 feet long and a power house 260 by 360 feet. The intake shafts will be nine in number and each 12 feet in diameter. The total head developed will be 135 feet. The plant will be of increased local interest in the fact that the chief engineer is J. B. McEae, Ottawa, who was also associated with the building of the big dam at the Chaudiere.

#### Attacked By Moros.

Manila, March 18.—A belated despatch from Lake Lano reports that a band of hostile Moros attacked Lieut. Furlong's detachment of constabulary at Bording on March 5th, and after a sharp fight eight Moros and two members of the constabulary were left dead on the field, while two soldiers and one civilian were wounded. A company of the 25th Infantry and a detachment of scouts have gone to the aid of Furlong's forces. This day after the fight a constabulary soldier deserted, after stealing five rifles belonging to members of the detachment.

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#### RURAL MAIL DELIVERY.

### Some Discussion in House of Commons.

Ottawa, March 18.—J. E. Armstrong, in the commons, yesterday, brought up the question of free rural mail delivery, saying that the outset that Sir William Mulock had opposed it, as well as Hon. Rodolphe Lemieux, the present postmaster-general. He condemned the purchase of the box in the United States, instead of in Canada. He also considered the box too expensive, the farmer paying 85, when one could have been got for \$1.50.

Mr. Lemieux denied that he had changed his views in regard to free rural mail delivery. He was opposed to the American system. As regards the box it had been chosen also by a committee of the U. S. congress.

#### Scalding Water Scattered Over Fireman

### Was Likely A Leak

#### ENGINEER STAYED ON FOR QUARTER MILE FURTHER.

### First Accident of the Kind at Windsor Station—Luckily the Crowds Had Not Assembled at the Busy Depot—Some of the Incidents.

Montreal, March 18.—The terrible accident which occurred in the C.P.R. station, yesterday, is the first fatal one of the kind to happen since the big Windsor station was built over twenty years ago. This is an elevated station, the trains coming in on a level with the second floor of the station. As fate would have it, the switches had been set to have the trains come in on the last tracks in the station, and a special ladies' waiting room had been built out on the station toward the track. Had the train come in on any other track in the station the loss of life would hardly have been so serious, as the train would first of all have had to cross a wide vestibule before reaching the station, and the people in this vestibule would have had a good chance of getting out of the way.

Fortunately there were not many in the waiting room when the accident occurred. It was at a time of the day when outgoing trains had not begun to collect their busy, jostling crowds.

The general waiting room contained probably some sixteen or seventeen, that was all. In the ladies' waiting room, right close to the wall nearest the track, sat a little girl, waiting for the train.

The first warning of danger came in a rumbling of the furnishings of the room. The seats—every movable object—began to heave and slide as though thrown along by some great earthquake. Then, before the startled group could escape, the wall came tumbling down, and with a tremendous crash the engine cab, and baggage car, had plunged right through the ladies' waiting room into the general waiting room to within a few feet of the Windsor street wall.

The clock in the ladies' waiting room stood at 5:36, and marks that time still. In a flash the little girl, who was waiting had disappeared under tons of metal and refuse. The air was alive with whirling stones and pieces of metal.

How so many escaped serious injury was almost miraculous.

#### The Fireman's Story.

Lying in a cot at the Notre Dame Hospital, with his head in bandages, Louis Craig, the fireman, related what he knew of the accident.

"We were coming along towards Montreal at about twenty-five miles an hour, which is not an unusual speed, as the train usually pulls up at Westmount, and when we were between Montreal Junction and the Glen Heights, the engine exploded on the side of the fire-box exploded with a loud report, and steam and scalding water commenced to spray all over the cab.

"The chances were that we would be cooked to death, so I, who was sitting by the window, dived through it, alighted on my head on the other track, rolled over, and went into a ditch. It was about the spot where an overhead bridge crosses the C.P.R. rails. I picked myself up feeling considerably shaken and walked down the track towards Montreal, for half a mile, and was later given a lift, by the train from Point Fortune, going towards Montreal.

"No word was uttered by the engineer when the accident happened, but he was still at his post when I jumped. He must have stuck to the cab for the matter of a quarter of a mile, for when the train had jumped, I fell into Montreal had traveled that distance, we picked up the engineer in a bleeding and unconscious condition on the track. He looked like a dying man."

"Had the engine ever given any trouble before?"

"Well, no. It was out of the shops for a day or two, was a new engine with a Scotch boiler, sent over from the Old Country and assembled in the local shops here."

"Did she manifest any peculiarities going down to Newport?"

"No, she ran all right, but it was her first trip."

Craig has been firing for the C.P.R. for seven years on freight runs between Montreal and Newport, but only began his work on passenger trains this winter. His hip is the only thing that is giving him any pain, and he would get none at once, if the doctor says so.

#### Scene Will Not Be Forgotten.

J. R. Anderson, of St. Lambert, at the station, said that he was about three yards from the ladies' waiting room, talking to two friends, when he saw the oncoming engine crash through the gate and into the waiting room. "The scene," he said, "was one that I will never forget. The sound resembled a clap of thunder. I rushed out the door into the Osborne street entrance, when I lost my hat. I stopped to pick it up, and in doing so ran into a woman with a child in her arms."

"By this time the glass was falling in all directions, and a large pane about a foot in diameter fell to my feet."

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#### An Inquest Opened.

Montreal, March 18.—At the inquest, on the victims, which opened, to-day, Conductor Harvey, of the ill-fated Boston train, who brought it in from Newport, Vermont, stated that nothing went wrong with the engine until Highlands was reached. This is the first station after the St. Lawrence is crossed and is eight miles from this city. Engineer Cunningham then made some slight repairs and when the train stopped, Harvey asked him how long it would take and the engineer replied only a few minutes. Everything was all right when the train left Montreal Junction, five miles from the city, and it was not until the train swept past Westmount station, where they should have stopped, that he noticed something was wrong and

#### Horrible Death of Little Girl.

Little Elsie Villiers, twelve years of age, Marquette street, met a horrible death. She had been sitting with her grandmother in the station and strayed away from the old lady's side to look at a picture, and in an hour later her mangled body was dug from under piles of bricks and masonry.

Nearly every bone in her body was broken. And when the big stone wreckers had uncovered the mutilated body they were unable to take it away because her hair was caught under wreckage. So, hesitating, one fireman pulled out a knife and cut the golden locks. Then she was placed on the stretcher of the Royal Victoria hospital ambulance.

As she was being taken away a loud wail went up. It was from Elsie's grandmother, Mrs. Sarah Hughes, 552 Morana street. The unfortunate girl had been staying with her grandmother, where a Mrs. Alonzo Schoolmaker, of Albany, N.Y., had been paying a visit. The little girl and her grandmother came to see the visitor off on the 8:40 train. The three were sitting together in the main waiting room. Suddenly the girl espied a picture over the door of the ladies' waiting room. She wanted to see the title, and, running over, looked up.

Then a shriek rang out. There was the awful grinding and crashing of masonry, the hiss of escaping steam, the cries of the wounded and the shouts of those who feared. But the little girl had been caught. She was carried forward on the fender and then tons of masonry fell burying her.

As soon as a gang of firemen and wreckers could get together they worked feverishly tearing away at the bricks with bare hands, and hurrying each other.

The still form was soon found. The head was crushed in, the legs and arms and body were mangled, she was beyond recognition.

#### Engineer Cunningham Dead.

Mark Cunningham, the engineer of the ill-fated Boston Express, as the result of an accident to the locomotive died at the general hospital, this morning, never having regained consciousness. This makes the fifth death Cunningham fractured his skull when he jumped from the engine to escape the scalding steam which enveloped the engine cab. That he did his best to stop the train is evident from the fact that his hands were badly scalded. He remained at his post some time after Fireman Craig had jumped to save his life. Just why Cunningham did not succeed in stopping the train will never be known, as he never even spoke after the accident.

Large gangs of men labored all night in Windsor street station, removing the debris caused by the mad press of the runaway train. The engine cab, which partly over-hung Donegan street, where the wall of the station gave way, had to be practically torn to pieces to get it away, after which the trucks were lifted out with a derrick. The rest of the train was more easily removed. The most striking reminder of the disaster is the big model, which still reposes in the center of the waiting room. It will be a more difficult matter to get it away on account of its weight and the difficulty of going near it with a crane. Men were at work all night shoring up the flooring underneath the ponderous mass of iron and steel, so as to remove the danger of another crash when the men are in readiness to lift the engine. The damage to the station is estimated at about \$25,000.

#### Quite A Mining Feat.

George H. Dickson, son of C. T. Dickson, of this city, is chief engineer of the Royal Collieries, limited, whose coal mine is five miles from Lethbridge, Alta. In seven months, the company has got a new mine in operation, built a railway to Lethbridge, and placed its business on a paying basis. That's quite a feat, but they're cutlers in the west. The company also has a fine waterworks system. Mr. Dickson is practically the head of the concern.

It is rumored that there will be changes again in the Collegiate Institute at the Easter holidays.

The funeral of the late James Sangster, Brockville, will be held on Friday, in Kingston.

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#### PROBABILITIES.

Toronto, Ont., March 18.—Ottawa Valley and Upper St. Lawrence: (10 a.m.)—Fine and moderately cold. Friday, fair at first, snow or sleet in some localities by night.

## SPRING OPENING

WE INVITE YOU TO ATTEND OUR GREAT SPRING DISPLAY—OF—MILLINERY.

Kingston's Finest Display—OF—French and American Hats Dress-Goods, Trimmings, Pretty Laces, Dress Muslins, Wash Goods, Imported Suits, Spring Coats, Children's Wear, Etc.

A showing which will excite your admiration. Come TO-MORROW and see them.

AT—

## STEACY'S.

BORN.

ATKINS.—In Kingston, on Thursday, March 18th, 1909, to Mr. and Mrs. Alfred A. Atkins, a daughter.

COHRIGAN.—In Kingston, on March 18th