

# MONTREAL'S GREAT RAILWAY HORROR.

## Five Persons Killed and Many Injured by Runaway Train at Windsor Station.

### THE DEAD.

ELSIE VILLIERES, 1,000 Marquette street, twelve years.  
MRS. NIXON, 143 Ash avenue, thirty-two years.

MISS NIXON, daughter, ten years.  
MASTER NIXON, son, thirteen years.  
MARK CUNNINGHAM, engineer, Montreal Junction, fatally scalded.

### THE INJURED.

LOUIS CRAIG, fireman, injury slight, 161 Waverly avenue, Montreal.

JOHN GRIFFIN, broken leg, 36 Montcalm street.

WILLIAM ANDERSON, head cut, an inmate of Salvation Army Home.

Unknown farmer, fracture at base of skull, will recover.

WM. PLANTE, fractured rib, will recover.

ROBERT BUCKINGHAM, scalp wound, not serious.

MISS GOODLEAF, Indian girl, Caughnawaga, scalp wound.

MISS C. DELISLE, Caughnawaga, scalp wound.

JONAH WELLS, bruises, 234 Guy street.

WM. DOCK, C. P. R. interpreter, legs bruised, doing well.

C. E. CHRISTIE, Cowansville, slightly injured.

DOUGLAS STUART, a young employee at Windsor station, cut in the face and right hand badly bruised.

MRS. A. SCHOONMAKER, 196 Second street, Albany, N. Y., bruises on legs, left hospital after medical treatment.

HARRY BOUNSKI, Italian, cuts on face and hands, left hospital after being fixed up.

MABEL MURDOCH, hurled thirty feet and badly bruised.

VILFRID LANFELIER, passenger, chest injured.

### THE STORY.

Montreal despatch: The Boston express on the C. P. R., drawn by a runaway engine, without driver or fireman, crashed into the solid stonework of the Windsor Terminal at an early hour this morning. The result was the loss of four lives, serious injury to many others, and the partial wrecking of the station. There were but few spectators of one of the most dramatic scenes in the annals of Canadian railways. It was early morning, and only a score or so of people had gathered in the waiting rooms and at the barriers awaiting the coming of the train. There was one little family group in the ladies' waiting room for whom the last moments of life were being ticked off on the clock they scanned from time to time, with no premonition that for them time would soon be no more.

### THE TRAGEDY OF THE NIXONS.

They were Mrs. W. J. Nixon, wife of the company's operator at Medicine Hat, and her two children, a boy of thirteen and a girl of ten. Mr. Nixon had been notified that his appointment to the post of train despatcher was permanent. He was on his way east to take his family to Medicine Hat. In the waiting room mother and children sat, with the love-light in their eyes, to welcome "father" home. And as they sat, all unknown to them and to the other waiting groups, all unknown to the officials in the station, a great Mogul engine miles away had thrown off the men that held its Titanic powers in control, and was rushing like a thunderbolt full upon them. Of the four sacrificed to the monster three were the mother and children, whose death is the best evidence of the love and happiness with which they went forth from their home.

### HOW THE DISASTER OCCURRED.

From the official statement, issued tonight, an idea may be gathered of how the disaster occurred. The story is best told in the words of General Manager McNicoll, of the C. P. R., who said: "While the night express from Boston was approaching Montreal this morning a plug blew out of the engine boiler between Montreal Junction and Westmount Station, with a loud report. The plug was on the side of the cab where the fireman sat, and he was at once enveloped in scalding steam. The fireman concluded that something serious had happened, and jumped from the cab window into a snowbank. He then got up and followed the train, walking along beside the track, and found that Engineer Cunningham had also jumped from the cab about half a mile farther on. He, however, found that the engine had not been so fortunate as himself in jumping, and that he was lying unconscious beside the track, with a fractured skull. There is no apparent possibility of discovering what really happened on the engine, as the engineer's case is critical, and no statement can be obtained. The train then naturally gained great speed on the down grade approaching Montreal, but the train crew did not observe that it was going too fast until it was approaching Guy street. Then it was seen that something was wrong, and one of the train crew applied the emergency brakes, which slowed the train down, but not sufficiently to stop it in time to prevent it plunging through the ladies' waiting room and into the general waiting room at the station."

### CRASHING THROUGH THE STATION.

So far the official story. No pen can describe the consternation of the officials, and those on the platforms as the train swung in at terrific speed, and with neither bell nor whistle sounding, flying into the ladies' waiting room, carrying its load of panic-stricken passengers, who realized that they were on a runaway train and dreaded they knew not what, struck the barriers, jumped through as a hurdle would do, crashed into the side of the station, and swept away a three-foot stone wall as so much paper; into the ladies' waiting room, where a score of people were crushed beneath its mad rush, and then on through another stone wall into the fine, large, general waiting room, where it swept aside huge marble pillars like so many ninespins. Then with a terrific explosion it toppled

over. The tender fell over and crashed through the south wall of the station, and hung suspended in the air. The baggage car followed the engine in its mad plunge, and lay crushed and broken in the ladies' waiting-room.

### AN ATTEMPT AT BRAKES.

The baggage man jumped just outside the station entrance and thus saved his life. He had noticed the terrific speed at which the train was entering the city, and when they flew past stations, around curves and past signals without the sign of a stop he decided there was something wrong, and jumped. Probably the hero of the hour was Dion, the brakeman on the train. When he saw the train passing Montreal West at forty miles an hour he applied the brakes and managed to reduce its speed. Had he not succeeded in doing this there is no doubt but that the dead would be numbered by scores. When the engine telescoped like that of a dynamite, and people living blocks away rushed into the street and asked if there had been another earthquake.

### MR. TAYLOR'S DESCRIPTION.

Mr. Samuel G. Taylor, who was in the Windsor street station at the time the accident occurred, thus describes the scene: "I was sitting in the smoking room at Windsor street station at 8.30," he said, "when I was terrified by a deafening crash like an explosion, followed immediately by a tearing and rending and hissing sound of steam rushing wildly out, along with the others, to the platform. For a moment we could see nothing for the steam. Screams and yells arose above even the crash of falling masonry, and I saw women and children in front of the waiting room fall down. Men, mostly foreigners, were gesticulating and running about amid the excitement. Almost before we knew what had happened the officials of the C. P. R. from almost every office were on the platform, attending the wounded, preparing stretchers and beds, getting everything in readiness for the arrival of the ambulances. "I have travelled a lot, and seen many exciting incidents," added Mr. Taylor, "but I never witnessed anything so terrifying as the scene at the station, or anything so admirable as the conduct of the officials."

### FIREMAN CRAIG'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 something underneath the engine at 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 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 that was taking me into Montreal had travelled 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 home at once if the doctors said so.

### THERE IS NO EVIDENCE.

On the question as to what happened to the engine Mr. McNicoll after the inquiry said: "We do not know exactly what happened on the engine," said Mr. McNicoll, "but from the evidence of the fireman it is concluded that it is what is known as a wash-out plug. The engine is so badly wrecked that it is impossible to guess what happened to it. But from the evidence of the fireman, Louis Craig, that is the inference gathered. In his statement Fireman Craig said: 'Something blew out with a bang. I thought it was a sheet in the fire box, and jumped without turning to see what was the matter when I felt the hot steam coming around me.' The steam was evidently flying in the fireman's direction," said Mr. McNicoll, "and he was enveloped in it, and had to jump from the window." Asked as to how it was that the engineer was able to hold on for another half mile before jumping, yet had not applied the brakes or reversed the engine, Mr. McNicoll said nothing was known, and probably never would be.

### A NARROW ESCAPE.

Mr. Boch, C. P. R. interpreter, had a narrow escape. Mr. Boch is a clerk in the immigration and labor office. He was working away at his desk in the basement, with not another man in the office, when the ceiling fell through. Iron beams, bricks and all kinds of material rained about him, and he was pinned beneath a large quantity of stuff. His cries attracted a number of special detectives, who were near at hand. They gave the

alarm and soon men were working to relieve him. "Are you all right, Boch?" shouted one of his mates. "Yes," came the answer. "Are you badly hurt?" "I don't know." Then jacks and stanchions and levers and beams were brought to bear in an effort to lift the debris from the man's body. The men working were in frightful danger. The ceiling hung by a mere thread. Great steel weights seemed balanced over their heads ready to fall. But they ignored the danger and kept right on trying to succor the poor fellow. At 10.40 he was finally dragged out and taken to the General Hospital. While still under the debris liberal doses of brandy were administered to keep up his strength and fortitude.

### A PASSENGER'S EXPERIENCE.

Mr. C. E. Christie, of Cowansville, Que., a passenger on the ill-fated express, gave his experience and impressions of the big smash-up. He was in a car at the rear end of the train when the fatal impact of the engine on the platform buffer took place. The crash was terrific. The whole car seemed to quiver and shake in agony. Mr. Christie himself was pitched violently out of his seat, all the occupants of this particular car being tangled up like in a football scrimmage. Except for a few dislocated bones, several bruises, and a general shake-up all round, there were no very serious cases in Mr. Christie's car, nor for that matter in any of the cars.

### SIMILAR ACCIDENT YEARS AGO.

An accident similar to the present one occurred about seven years ago at Bonaventure Station, the Grand Trunk terminal in Montreal, when the Grand Trunk Boston express ran over the stop-block and dashed at a tremendous speed into the solid walls of the station. Ahead of the train, in this case, were two sleepers which had been left on the track, and these were pushed through into the waiting room at the east side of the building. The wall through which the cars passed was about three feet thick, and beyond this was a brick wall, also very thick, and in spite of the fact that a hole was dug through both walls, the cars were only slightly damaged.

### STATIONAL ON TERMINAL PLAN.

The Windsor Depot is a fine grey-stone building a block south of the Windsor Hotel, and one block north of the Grand Trunk Station. It is situated on a hill, the lower part of the building being ten or fifteen feet below the front face of the structure. The train sheds run east and west. The building and sheds were greatly extended some years ago, increasing the total cost of the structure to several million dollars. West of the station the tracks are carried on a viaduct. The accident was due to the fact that the station was built on the terminal plan.

Later, Engineer Cunningham died in the hospital without regaining consciousness.

### STRIKE CLIMAX.

#### French Government Licensers and Mechanics Quit Work.

Paris, March 22.—There was not the slightest indication at a late hour tonight of a break in the deadlock between the Government and its striking employees, nor was there any prospect of an improvement in the situation. The strike, however, will be made the subject of consideration in the Chamber of Deputies to-morrow, and a solution of the problem may then be found.

The climax of the strike was reached tonight, when 6,000 repairers, linemen and mechanics decided to join the strikers. These were the last remaining workmen employed by the postal administration. Despite the fact that the Cabinet at the session tonight passed a decree authorizing the dismissal of its last employees and re-affirmed its decision not to yield, the semi-official note giving the result of the meeting also announced that many merchants have offered to lend the Government their employees to insure the public services. The note did not mention the sensational rumor that the Government intends to call the reservists to the colors, thus gathering in practically all the male postal employees and forcing them to work as soldiers under the penalty of mutiny.

Throughout the day the situation in the capital and the provinces grew worse with every hour. The undelivered letters number into the millions and not less than 300,000 telegrams were stacked up this afternoon awaiting distribution. A few more of these conditions and Paris will be reduced almost to a state of siege, so far as food supplies are concerned. The funds necessary for the smooth running of the Postoffice trade are hung up in the Postoffice, and the supply of eggs, milk, butter, meat and country produce threatens to speedily cease.

### WAGES AT WINNIPEG.

#### Trouble Anticipated in the Building Trades.

Winnipeg, March 22.—The building trades of the city are all out for increases in wage schedules, and trouble is not improbable. A great building season is in prospect. Bricklayers are demanding 82½ cents per hour, an increase of 2½ cents, while contractors are disposed to consider a reduction to 55 cents. Carpenters have not worked under a set schedule for several years or since the general strike. This year they are working for an agreement an increase of 5 cents per hour, making 40 cents per hour the minimum. The contractors will not agree. Plasterers are asking a jump of 5 cents per hour also, with 55 cents as the minimum. Stonecutters have signed the old schedule of 60 cents. Plumbers will receive the old schedule of 40 to 55 cents.

Nova Scotia coal mine owners are opposed to free trade in coal between this country and the United States. The representatives of the other provinces seem to favor it.

## AN EPILEPTIC OR A FAKIR?

### Man in Prison For Assaulting and Grogging Another.

#### His Accuser Has a Second "Grogging" Experience in England.

#### Is Frank Smith an Innocent Man? — Looks Like It.

Port Perry despatch: A Canadian Associated Press despatch from London, England, yesterday told how "a musician named P. Lodge, bearing a testimonial signed by W. Faulstich, Toronto, was found gagged and bound at the point of death on a lonely path near the sea at Plymouth. He had been robbed. The affair is a great mystery. It is stated that Lodge returned from Canada at Christmas, Lodge is progressing favorably, and has described his assailants to the police. There is scarcely a shadow of a doubt that the man mentioned in the despatch was the principal in a similar adventure in this town last summer, of which people have not yet ceased speaking. It is not improbable that Frank Smith, registered as "no name," who is now serving a sentence of two years in the Kingston Penitentiary for gagging and assaulting a woman, is the victim of either the imaginings or the malice of an epileptic. Through the efforts of an epileptic, Farmer, editor of the Port Perry Star, the facts have been sifted out and laid before the Minister of Justice, who has asked for a report from Judge McCrimmon, who tried Smith. If the Judge believes the facts, a pardon it will be granted. If Lodge by false charges and perjury caused an innocent man to be sent to prison the provincial authorities must investigate and punish the crime. The Judge said tonight that he would at once carefully review all the evidence, having in mind the extraordinary story of Lodge's experience in England, and report to Ottawa the result.

### STORY OF THE ASSAULT.

The complaint was Frederick John Lodge, an old countryman, who presumably had come from Toronto to fill a singing engagement on June 29 in connection with a church festival held at Seagov Island, a favorite pleasure resort lying east of this town. At midnight he was found lying bound and gagged, and apparently in a serious physical condition, in the rear of the hotel at which he was stopping. He told a story of having been assaulted and manacled by three men, who had mistaken him for an Oshawa horse buyer, and Frank Smith, Fred Murray and J. Easton, three professional traps were taken into custody on suspicion. Lodge stated that he struck the man Smith, whom he positively identified because of his having lost a finger, a crushing blow on the face, and he also identified one of the other men. But when Smith was arrested by Town Constable Robert McKnight within a few hours there were no marks whatever upon his face. Moreover, none of the men made the slightest resistance to arrest. On July 2 the trio came up for a preliminary hearing before Magistrate E. H. Purdy and D. J. Adams. Lodge, who was supposed to be in a very critical condition, said he could remember nothing at all at times, did not appear. A charge of vagrancy, made possible because of the fact that none of the trio had any money, was preferred against them and they were sentenced to a month with hard labor in Whitley jail. The assault charge was laid over till July 10, to give Lodge an opportunity to recover more fully.

### LODGE STOLE A HORSE.

On July 9 the singer left town, and it was proven later that he had straggled at Jamieson & Dennison's livery stable at 240, and drove to Markham, where he sold the outfit to a liverman of that town for \$46. He then took a train for Toronto. NOT RESPONSIBLE FOR HIS ACTIONS. When Lodge came up for trial he admitted the horse episode, but could give no reason for his conduct. Dr. Robert Archer, of this place, who had been in attendance upon him, and Dr. Phelan, of the Kingston Penitentiary hospital, were agreed that Lodge was an epileptic and not responsible for his actions. Dr. Phelan in particular pointed out that a man suffering from that malady could kill another and forget all about it at once. Further evidence showed that the charge upon which he was being tried was not the first, and that he had been sentenced to a long term in Kingston for a similar "cheit committed near Sarnia. He spent the most of that term as a patient in the infirmary, where he was treated for epilepsy. The Judge took the view that the man was not accountable for his actions and did not impose sentence. The prisoner was lodged in the jail for a couple of months, and locally it is stated that an order for deportation as an undesirable was obtained and he was sent home to England. In view of the extraordinary cases of crime recently traced to epilepsy, including the Erindale and Wolsely Barracks murders and the suspicion that the Kinrade murder may have been the crime of an epileptic, the Lodge case has aroused great interest here. A possible solution of the duplication of the gagging outrage is that Lodge may really have been gagged and assaulted here, and that the Plymouth gagging is a fake made up from the Port Perry affair, which was the real thing. It will take a lot of evidence now, however, to convince people that the cases are not both fakes.

### RECORD TRIP.

#### Inspector Pelletier Arrives From Northland Safely at Gimli.

Gimli, Man., March 22.—Sgt. Inspector Pelletier arrived at Gimli today, practically completing the longest and most northerly trip ever undertaken into the far north of Canada, having travelled from Edmonton to the Great Slave Lake, thence to Fort Churchill by way of Cape Fullerton, then down the Great Nelson River, to Norway House, and across Lake Winnipeg to Gimli. Sgt. Pelletier left Edmonton last July, and interest was added to his adventure by the report that he and his party had perished.

## WESTERN TRAGEDY.

### One Dead and One Inmate Englishman Found in Shack.

Fernie, March 22.—Two Englishmen were found in a shack near the Great Northern Station yesterday. One is dead and the other is in a dying condition. One appears to have been dead about two days. The other is demoralized, and can give no account of himself or the dead man. By the labels on their luggage they appear to have left England in February last by the Empress of Britain.

On the bed by the dead man was a purse containing nine sovereigns. There were also two Waltham watches, four ten-dollar bills, several new suits of clothes, and grips. Who the dead man is or how he died remains a mystery. The sick man was taken to the hospital, where it was found that his feet had been badly frozen, as the skin came off with the stockings. A post-mortem was held this morning, but no light was thrown on the dead man's identity.

### A.O.U.W. OFFICERS.

#### Grand Lodge Will Meet in Toronto Next Year.

#### Mr. S. B. Morris, Rodney, Elected Master Workman.

Toronto despatch: The chief business of the Grand Lodge yesterday was the election of officers, resulting as follows: Grand Master Workman, S. B. Morris, Rodney; Past Grand Master Workman, Chas. E. Cameron, Iroquois; Grand Foreman, Major J. J. Craig, M. P. P. Fergus; Grand Overseer, James McEwing, M. P. P. Drayton; Grand Recorder, M. D. Carder (for 31st year); Toronto; Grand Treasurer, Fred G. Inwood, Toronto; Grand Solicitor, A. G. P. Lawrence, Toronto; Grand Medical Examiner, J. Milton Cotton, Toronto; Grand Guide, W. W. Burgess, Mimico; Grand Inside Watchman, Thomas E. Bloodworth, Toronto; Grand Outside Watchman, J. A. Kinsella, North Bay; Grand Trustees, W. C. Mikel, K. C. Kingston; W. N. Irwin, Toronto; Rev. James Skene, Baltimore; executive Committee, for two years, T. A. Hastings, Toronto; J. Lockie Wilson, Toronto; for one year, J. T. Allen, Mt. Forest; Robert Ingram, Ottawa; Auditors, George Clay, C. G. Knott, Toronto; District Deputies, J. G. Stewart, Windsor; J. H. Kerley, St. Thomas; James Armitage, London; S. A. Gibson, Ingersoll; J. R. Dodson, Hamilton; Dr. W. W. Beamer, Grimsby; R. E. Nelson, Guelph; Henry Morris, Levis; J. R. Atcheson, Cliford; R. B. Henry, Orangeville; Jas. Jackson, Brampton; Jas. Robertson, Toronto; H. Clark, Stouffville; Thos. McKnight, Whitley; J. J. Turner, Peterboro; Alex. Moore, Plainfield; R. W. Longmore, Campden East; H. Y. Farr, Brockville; W. Clark, Cardinal; Wm. Hughes, Ottawa; P. C. McGregor, Almonte; R. J. Sanderson, Orillia; Jas. Dillon, Port Arthur; W. T. McGaw, Callender.

The Grand Master made these appointments to the executive: F. E. Drake, Ottawa; Rev. A. H. Allman, B. C., Burk's Falls. Finance Committee: T. A. Hastings, Toronto; G. E. Cameron, Iroquois; and Mr. Peregrine Hamilton. Toronto was decided upon as the place of meeting in 1910. Past Grand Master Workman James B. Nixon installed the newly elected officers. The standing committees were struck, and the Grand Lodge session for 1909 was closed at 3.30 p. m.

### LIBERTY WILL PASS.

#### When Britain Loses the Command of the Sea.

London, March 22.—Sir John Colomb, interviewed to-day by the Morning Post, said that possibly one good result from the present state of things may be that the Governments of the overseas dominions may realize that the preparations necessary for their survival in a maritime war are more or less determined by the exigencies of local parties and local conditions prevailing at home. That is the position they must expect so long as they do not recognize their responsibility as citizens of the empire to share the burden of the empire's defence. The British Government has been asked to consider the possibility of a two-power standard. It is believed that the Premier's non-committal attitude will occasion renewed agitation on the part of the press and the public.

### OSHAWA BOY KILLED.

#### Samuel Williams Run Over by a Street Railway Freight Car.

Oshawa despatch: Samuel Williams, aged eight years, son of S. R. Williams, an employee of the Oshawa Steam & Gas Fittings Company, was today run over by a freight car on the Oshawa street railway track and killed. The little fellow was returning from school with several schoolmates and stopped to play around a freight car standing on the track. One of the large freight motors was shunting in the vicinity, and, unnoticed by the children, started the car, which knocked the boy down and passed over him.

### MINER FOUND DEAD.

#### Robert Johnston Was Charging Holes at Cobalt.

Cobalt despatch: Last evening Robert Johnston, an experienced miner, who had been preparing to blast a round of six holes, was missed at supper time. Investigation disclosed the dead body of Johnston, who had evidently been killed by a premature explosion. It appears that five of the six holes had been loaded, and it is probable that the dynamite exploded in deceased's hands while loading the last hole. An inquest will be held to-morrow over the remains. Deceased was a single man, aged about 30 years.

## MAY DROP OUT.

### Harriman Will Gradually Free Himself From Business.

#### Reservoir's "Big Six" Canceled the Financial Panic.

Los Angeles, Calif., March 22.—Physicians have told me that I must stop out; they say that I have done enough. I am 61 years old, and I have led a very busy life. Recently they told me that they had noticed a change for the worse in my condition. These words were used by E. H. Harriman to newspaper men in announcing his determination to relinquish gradually the active supervision of his far-flung railroad holdings. Mr. Harriman did not say that he would give up his control at once nor announce any time when he would be free from the activities which have characterized his career, but he said he would let go just as fast as he could, and that he would consider his health now above everything.

### IN THE SAME INTERVIEW.

In the same interview Mr. Harriman spoke of Theodore Roosevelt and his use of "the big stick" on corporations.

"The former president was not altogether to blame," said Mr. Harriman, "although he went too far. The panic would not have resulted if Roosevelt had not carried on his prosecution of the cases against the railroads with such vigor."

Mr. Harriman said that he favored regulation and fair treatment, and that the transportation lines never wanted to give rebates, but that existing conditions made it necessary.

"Railroad rates were never in a more stable condition than they are now," he said; "capital should be devoted to development instead of waste, and this is possible only when competition is eliminated."

### NOT TO RETIRE JUST YET.

Los Angeles, Calif., March 22.—The statement attributed to E. H. Harriman at Pasadena last night regarding the present state of his health and the possibility of his retirement from active life appears to have been somewhat at variance with the intended meaning of Mr. Harriman's remarks on the subject.

There was no hint of retirement in the near future. Mr. Harriman in his statement merely said that he knew that sooner or later the heavy burden of responsibility that has rested upon his shoulders would have to be shifted to younger ones.

Dr. George A. Dixon, private physician to Mr. Harriman, is quoted as saying that Mr. Harriman's health has not been better in years, and that the present trip has greatly helped him. Later Mr. Harriman said: "There is absolutely no foundation for any assertion that I intend to retire from active business."

### NO NAVY LIMIT.

#### German Minister Denies Premier Asquith's Statement.

Berlin, March 22.—Speaking before the Budget Committee of the Reichstag to-day, Admiral von Tirpitz, Secretary of the Navy, reiterated his assertion that no British proposal for limitation of armaments, such as was alluded to by Mr. Asquith, the British Prime Minister, in the House of Commons, had ever reached him. There is great curiosity here concerning the discrepancy in the British and German statements. With the view to clearing up the matter the committee decided to invite Chancellor von Buelow and Herr von Schöen, the Foreign Secretary, to attend a meeting to-morrow and explain. Their announcement, such as was awaited with the keenest interest, Admiral von Tirpitz again told the committee that Germany would not possess 17 Dreadnoughts in 1912, but only 13.

### ASQUITH NON-COMMITTAL.

#### Will Not Promise "Conditional" Dreadnoughts Will be Started.

London, March 22.—In the House of Commons to-night the Opposition speakers made a strong effort to force the hands of the Government into giving a guarantee that four "conditional" Dreadnoughts should be laid down. Premier Asquith forthwith declined to promise anything except that the vessels would be built if Germany continued its active construction of warships. He argued that this question of Dreadnoughts had nothing to do with the maintenance of a two-power standard. It is believed that the Premier's non-committal attitude will occasion renewed agitation on the part of the press and the public.

### LAMBTON EXPLOSION.

#### Burning Cloth Fell on a Box of Powder in Factory.

Toronto despatch: Following an explosion the premises of the Holmes Safety Blasting Compound Company at Lambton were gutted by fire about the noon hour yesterday. J. E. Holmes and William Hodgins, who were in the building at the time of the explosion, had a miraculous escape. Holmes put a dish of water on a stove, and when he went to lift it off again he found the tin too hot. Getting a piece of rag to lift the dish, he was standing over the stove when the cloth caught fire. As it burned it dropped on a box of powder. Hodgins and Holmes both realized the danger and escaped from the building before the powder exploded and set fire to the place. Damage to the extent of \$500 was done to the contents and \$1,000 to the building, which was formerly one of the old woolen mills, and is owned by Elliott & Howland.

The pessimist was suffering from rheumatism. "Every bone in my body aches," he complained. "You ought to be glad you are not a shad," said the optimist.