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Washout Which Brought Death to Many

Engine Topples Into Culvert Topping Back On Bank Car

DETAILS OF WRECK THAT KILLED MANY

VANCOUVER, Nov. 30.—Another frightful railway tragedy occurred on Sunday morning in the Interurban district. A Great Northern worktrain, on which were 41 persons, including train crew, went through a washed-out culvert. Twenty-two of the Japanese laborers aboard the train were either killed outright or died within a few minutes. The white man most seriously hurt was George W. Kemp, a commercial traveller, whose right foot was so badly crushed that it was amputated at the Vancouver General hospital this morning.

Engineer Battiger was bruised and crushed about the hips, but is resting well at the Royal Columbian hospital at Westminster, and will be out in a week. Fireman Purdy was injured almost not at all, the conductor and timekeeper, who were in the caboose at the rear of the train, were also uninjured.

The accident occurred about a mile west of the city limits of New Westminster. The train consisted of an engine and tender, immediately following which was a box car, in which were 16 Japanese, then three flat cars, and finally a caboose. The train left Vancouver just after six o'clock, and was sliding easily down the grade between Burnaby Lake and the curve at the distillery, when it went through the culvert. The latter carries under the track a little brook known as Kilby creek, which empties into the Brunette river a quarter of a mile below. The crossing of the North road, which connects Westminster and Barnet, is about half a mile from the scene of the accident.

Washed Out By Rain.

Covering the culvert was a "fill" of grey sand about 20 feet in depth. The fill formed the track bed for a distance of five or six hundred yards, and was succeeded, towards Westminster, by a cut from which the sand had been taken to make the "fill" just described. Saturday night's rain threw Kilby creek entirely out of its bounds. Slabs of wood and boulders were carried down the hill against the entrance of the culvert, which speedily became blocked. A small lake must have formed on the upper side of the "fill" which acted as a dam. Before the train came along the water had seeped through above the culvert, and then carried away by a large part of the earth intervening between the culvert and the tracks above.

With the rails still holding, and probably several feet of caked sand underneath, the locomotive all but succeeded in crossing the culvert safely. The front trucks of the locomotive reached the further side when the tender went down, sliding back into the hole. Following the tender came the red box-car in which were the Japanese. It plunged headlong into the hole in such a manner that half of it still stood in the air above the level of the tracks. Then came the front flat car, which cut the box car exactly in half, as if the cleavage had been done with a sharp knife. In the fraction of a second in which this was accomplished probably half of the ill-fated Japanese lost their lives. The other two flat cars piled partly on top of the hole, with their trucks still partly on the tracks. The caboose, in which were Ellis, the conductor, a timekeeper, and a brakeman, never left the tracks at the west end of the cut.

White Men All Escaped

When they felt the locomotive settle back and start to fall, the engineer and fireman jumped. How they escaped being killed is a mystery, for a great quantity of wreckage now covers the cab and the tender is lying

hard against the rear of the engine. Purdy, the fireman, leaped toward the left and had hardly a scratch. The engineer was not very seriously hurt. Young Kemp, the commercial traveller, was travelling in the locomotive, being on his way to Cloverdale on a hunting expedition. His injuries have already been described.

When they felt the crash the three men in the caboose ran forward to the rescue. The conductor and brakeman assisted the engineer and Mr. Kemp as well as the Japanese they could reach, while the timekeeper ran back along the road to the home of the nearest settler. He was Fireman Buntings, who told the following story of what he found when he reached the wreck:

"Early in the morning I heard a heavy train go rumbling by. I had just dozed off to sleep when I was awakened by the noise of someone shouting outside. I jumped out of bed, and on reaching the outer door of my house heard a man at the gate, by which I have access to the Great Northern track, shouting frantically for a lantern. He climbed over and came in whilst I obtained the lantern, and then told me that a train had been ditched about a mile down the line, and that 16 men were buried in the debris. Having got the lantern he hurried off and I promised to follow him as quickly as I could. I hurriedly dressed and did so. At this time, about 6:30, it was pitch dark, the wind was howling fiercely through the trees, the rain was pelting its hardest, and the flood water in the nearby creeks and the Brunette river were thundering and roaring as they rushed wildly along.

Horrible Scene

"When I reached the scene of the accident I found my visitor, who was I believe, the timekeeper travelling on the train, with the lantern, trying to get across the creek, along which the swirling torrent rushed fiercely. I joined him and together we tried to get over. We succeeded in getting across on the west side by forcing the locomotive over the tracks, and the train men who were unhurt. I think these were the conductor and brakeman. The day was just commencing to break and by the light of the lantern we saw embedded in the sand, mud and water on the creek a whole heap of splintered timbers and debris imprisoning a mass of crippled, dead and dying humanity. It was a sight I never wish to witness again.

Around were one or two Japs who were among the least hurt and had been already exsanguinated, doing their best to sobor and cheer one another, but the major portion of the poor fellows were laid fast in the gruesome heap lying at the bottom of the ravine. Their groans were heartrending. It soon became evident that we few could do little good toward the work of rescue without some help and accordingly I hurried off to arouse some of the people living round about the North road crossing, and in some quarter of a mile from the wreck, Mr. Dunkey, Messrs. Henderson, and some others, numbering half a dozen or so, answered promptly to the call, and we were soon able to rescue all those who were alive.

Death of Pioneer

VANCOUVER, Nov. 30.—William Allan died at his home here on Saturday, after a lingering illness of two months. He was 62 years of age, and was a native of Stratford, Aberdeenshire, Scotland, 43 years ago, and came to British Columbia in 1865. He followed his profession of civil engineer and surveyor in the upper country for many years, combining with it cattle raising and ranching. Owing to lack of educational facilities for his growing family, he removed to Vancouver six years ago and had been extensively engaged since in business enterprises in this city and neighborhood. At the time of his decease he was president of the

tracks. Most of the Japanese had been dressed in silk and add rubber boots and these were carefully pulled over their faces and bodies. The covered head of one man was found, but his body is probably still amongst the wreckage. Three bodies, which could be seen, were still held firmly in the debris. They cannot be removed until a wrecking train has been secured; and the Great Northern is having so much trouble between Bel-lingham and Everett that a wrecking outfit may not be obtainable for a couple of days.

Many Candidates Offer.

SPOKANE, Wash., Nov. 30.—Seven candidates for the presidency in eastern Washington to hear from, as successors to Miles Polidexter, president of the Southern Club, of Spokane, and congressional representative of the Third district, who has shied his career into the arena for a seat in the United States senate. The prospective candidates are: William H. Ludden, president of the New England Club; Senator Harry Rosenhaupt, who was Polidexter's chief opponent in 1907; Sen. John Johnson, Sunnyvale, L. O. McNeil, North Yakima and J. D. Bassett, Ritzville. The scramble for the senatorial toga also is interesting, the candidates being: Polidexter, Thomas Burke, Seattle; R. L. McCormick, Tacoma; John E. Humphries, Seattle, who declares he has quit making way for other aspirants, and Leigh Richmond Freeman, North Yakima. Polidexter has the support of the Progressive Republican league, composed of editors and owners of daily and weekly newspapers in eastern Washington.

CONDENSED TELEGRAPH

Woman Killed in Duel

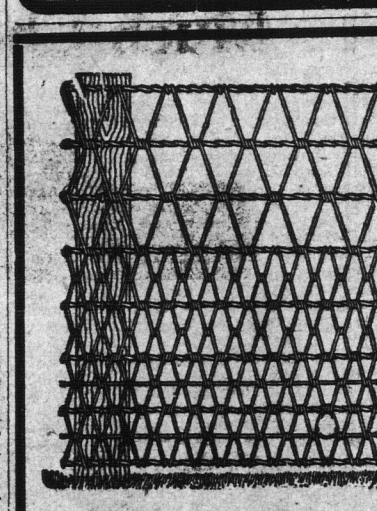
BRADFORD, Ark., Nov. 30.—In a street duel with knives at Alicia Miss Nora Owens was injured fatally by Miss Stella Belk, and died a few minutes later. The duel was the result of an old quarrel. Miss Owens was cut in four places, the fatal wound being in the left breast, where an artery leading to the heart was severed. Miss Belk was arrested.

Fund for Clergymen

NEW YORK, Nov. 30.—Announcement was made from the pulpit of St. George's church by the pastor, the Rev. Dr. J. C. Wilkins, that a gift of \$50,000 fund being raised to pension Episcopal clergymen at the age of 65 years or sooner if they are disabled. The name of the donor was not made known, but he lives in the Middle West. Thus far \$300,000 has been collected for the fund, which had its origin at the general conference in Richmond two years ago.

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Canada Shingle company, vice-president of the Nanaimo Gas & Power company, vice-president of the North-eastern Gas & Power company, and vice-president of the Gold Tereedo-Proof Pile company. A wife and four children are left to mourn his loss.

Mme. Steinhilf Not Wanted.

LONDON, Nov. 30.—Mme. Steinhilf, recently acquired in Paris of the charge of murdering her husband, arrived in London yesterday. She travelled under the name of Mme. Dumont. She evaded the crowd of waiting reporters and went to a hotel. Traced to this place, she declined to see any body, and the manager of the hotel, upon learning her identity, requested her to leave. She took a train at dusk to leave. It is believed, for Liverpool.

Opinion on Canada

LONDON, Nov. 30.—Percy Fitzpatrick interviewed prior to his departure for South Africa said: "Canada is not only a wonderful country, but she has a wonderful population full of energy, courage and hope. In Canada men force the pace with perfect confidence in the country itself and perfect confidence that their neighbor will also 'play up' so that there is a go-ahead community all working together. No body sits down content to wait for a year or so in order to see whether his neighbor is going to make a fortune."

U. S. Bluejackets Missing

COLON, Nov. 30.—Nine men are missing from the United States gunboat Marietta, which is lying off Port Lincoln, Costa Rica. The gunboat sent out a general alarm by wireless and a request that ships in that vicinity keep a lookout for her gig and whaleboat. The gig, manned by a crew of four, and the whaleboat, with five men aboard, were carried out to sea in the heavy weather on Friday night. Nothing has been seen or heard of either boat since. A reward is offered by the commander of the Marietta for any one finding the boats or rescuing the men.

Suit Withdrawn

VANCOUVER, Nov. 30.—The suit of the Vancouver Power company, Limited, against J. R. Grant for damages for slander has been discontinued. It grew out of certain statements regarding the company's financial standing and ability to meet its obligations made by Mr. Grant at the meeting at New Westminster on October 15 to discuss the Coquitlam Dam question with the

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OR 11 packets for 60c
FRESH CRYSTALLIZED HERRIES, per pound 40c
C. & B. METZ FRUIT, per box, 35c and 25c
DEMERARA OR RAW SUGAR, 3 1/2 lbs. for 25c
NEW ORLEANS MOLASSES, 2-lb. tin 15c
C. & B. CRYSTALLIZED GINGER, 1/4-lb. box 20c: 1-lb. box 35c
FINE OKANAGAN TABLE APPLES, Baldwin or Wagoner, per box 25c
Northern Spys, per box 25c
LOCAL KING APPLES, per box 25c
PURE GOLD CELERY SALT, per bottle 15c
ONTARIO FRESH TESTED EGGS, per dozen 35c
NEW MIXED NUTS, per lb. 20c
CALGARY RISING SUN BREAD FLOUR, per sack \$1.75
RED LABEL COFFEE, ground or bean, 1-lb. tin 25c
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Emanuel class, occupied the chair and was assisted by the presidents and teachers of the other classes. After a welcome had been extended to the visiting classes the male quartette of the Centennial class gave a selection, which was very much appreciated.

Rev. Wm. Stevenson spoke on "Self-Denial," the main underlying thought of the lesson, and was followed by Mr. George Carter, who led the discussion, which waxed quite warm several times. Smoking and theatre-going became the centre of discussion and in closing Rev. Stevenson pointed out that men wasted much time on these subjects and let more important ones slip by. The question to ask a professing Christian today is not "Do you

smoke?" but "Are you employing young women behind your counter and paying them such a salary that they have to resort to disreputable means to dress decently?" This is a question which keeps many from entering the churches. Several minutes were allowed for the young men to become acquainted, after which the meeting closed with a hymn.

EXCUSES.

Cheer up, dear reader, Feel not blue We have our meals And so have you And—(Curses on this age of trade We find our meal check is mislaid)