

THE STAR, ST. JOHN N. B., WEDNESDAY, AUGUST 7, 1907.

FOUR KILLED  
TRAILER KRECK

Twenty-five Injured, Some of Them Seriously.

Husband Who Went to Meet Family Found Wife and Children Dead—Train Was Side Swiped

PITTSBURG, Pa., Aug. 6.—Four persons were killed and twenty-five injured in a railroad wreck on the Buffalo and Allegheny division of the Pennsylvania railroad at Kettle, about 25 miles from this city. The wrecked train was the Titusville express No. 76, which left Titusville, Pa., for this city at 7:10 this morning. At 11:30, while passing through Kettle, the train was side-swiped by a gondola coal car. The engine, tender, baggage and express car and the three day coaches were derailed. The dead are: Mrs. Alonzo Huff and infant, of Johnstown, Pa.; George Cochran, of Runesburg, Pa.; injured about back, died at Kittingham Hospital tonight.

M. B. Irwin, of Oakmont, engineer of the passenger train. The gondola car was loaded with coal and had broken away from a switch extending to the main track. The passenger train, running at about sixty miles an hour, came around a curve, and before the speed could be reduced, had struck the gondola. The engine was thrown about thirty feet from the track and onto its side. Engineer Irwin was caught between his engine. The tender was likewise turned over and the cars broken and battered. The train was thrown into the ditch.

Most of the injured were in the second day coach. The majority of these bruises when the cars tumbled over. When the heavily loaded gondola car struck the engine it scraped the cab, and upon coming in contact with the first car the entire roof was ripped off. The car toppled toward the bank of the Allegheny river and the occupants, who were mostly men and boys, rolled out of the top of the car. With the exception of bruises none of the passengers in this car were seriously injured.

The dead and injured among the passengers were in the second day coach. It was in this car that Mrs. Huff, with her daughters and infant, was riding. The sides of the coach were crushed and only two women who were seated on the side toward the gondola car escaped injury. They were Mrs. Maud Whitworth and Mrs. Chalfant, wife of Rev. Mr. Chalfant, both of Kittingham. Mrs. Whitworth when the crash came threw one of her two children out of the window into the sand. The other child was thrown on board, but escaped harm. The child thrown from the window was injured. Three children accompanied Mrs. Chalfant and they escaped injury.

Mrs. Huff, who was returning to her home in Johnstown, Pa., from a visit, was almost instantly killed, with her infant in her arms. With her were three daughters, who were among the most seriously injured. Abbie Huff and Ruth Huff each sustained a fractured limb, while Mary Huff, the third daughter, was seriously bruised.

Alonzo Huff, the husband and father, had gone to Kittingham Junction, about six miles from the scene of the accident, to meet his family, and when he learned of the wreck he was upon the railroad track to the scene. He found his three daughters upon the ground, where tender hands had placed them after taking them from the wreck.

Huff inquired for his wife, learning that she was in the car among the dead, sought out her body, which was lying alongside of the bodies Huff collapsed. Physicians and assistance were summoned from Kittingham, ten miles away, and two wrecking trains with another corps of physicians was sent from this city. The dead were taken to Kittingham, where they were prepared for burial, and the injured that needed hospital attention were also taken to Kittingham. A number of injured were able to proceed to their destinations after having their injuries dressed at the scene of the accident.

A COSTLY RAILROAD. The most expensive piece of railway line in the world is said to be that of the North British railway which runs over the Forth bridge. This portion of the line, including approaches, is about four miles long and cost \$4,000,000 to construct.

Every Woman. MARVEL WHIRLING SPRING. 22nd Ave. Victoria Bldg. 1st. It cleanses, soothes, and cures all skin diseases. Ask your druggist for it. M. A. Y. E. Co., Windsor, Ont. General Agents for Windsor.

WARSHIPS SHELL NATIVE PORTION OF CASABLANCA

And a Large Number of Moors Killed and Wounded.

European Quarters Not Damaged—French Sailors Fired Upon as Soon as They Landed to Protect Consulate—Exact Number of Moors Killed is Not Known.

TANGIER, Aug. 6.—Casablanca, on the Moroccan coast, has been bombarded by French cruisers, the Moors are reported to have been shot down in large numbers and the town, since last Sunday night has been practically in the possession of landing parties from French and Spanish cruisers. The first shots were fired by the Moors. The Frenchmen responded with a bayonet charge and the bombardment of the native quarter with melinite shells. The Frenchmen had six men wounded, but no men killed. No European residents were hurt.

The occupation of Casablanca is a direct outcome of the native uprising which resulted in the killing last week of eight Europeans at Casablanca. Both France and Spain are hurrying their warships with troops and marines on board to various points on the Moroccan coast for the protection of foreigners. Under the terms of the Algerian convention these two powers are charged with the policing of the seaports of Morocco and their action at Casablanca has brought no protest from any power. The states of Europe have expressed their willingness that France and Spain restore order in Morocco. No other countries are involved.

News of the fighting at Casablanca. On Saturday night the French naval officer in command informed the Moors that the ammunition had been landed a force for the protection of the French consul. Authorization to do so was given. The force went ashore Sunday morning at daybreak. The Frenchmen were no sooner on the beach than they were fired upon by the Moorish soldiers, and in this first encounter the French force sustained all its casualties. The Frenchmen were then signalled the cruiser Galilee to bombard the native quarter. The Galilee at once opened up on the Moors. She was joined at 11 o'clock by the French cruiser Du Chayla and both vessels fired until two thousand rounds of ammunition had been expended. This fire is said to have been disastrous to the Arabs. The battery on a fort at the mouth of the harbor fired on one of the French cruisers, but it was quickly silenced and reduced.

A second French landing party went ashore and joined the first party at the consulate. A third party from the Spanish cruiser Don Alvaro de Bazan was landed and occupied the Spanish consulate. The European quarter of Casablanca was not damaged. The remainder of the European residents at Casablanca are either at their respective consulates or have taken refuge on the Spanish cruiser Don Alvaro de Bazan in the harbor.

France and Spain have agreed on the terms of the Franco-Spanish notes in the powers signatory of the Algerian convention including the United States, of their intention to keep the terms of the convention in dealing with the situation in Morocco. The next measure to be adopted depend largely upon what develops at Casablanca as a result of the occupation of that town.

An Official Account. TANGIER, Aug. 6.—The following official account of the fighting at Casablanca has been received by the French charge d'affaires here: Authorization to land men and protect the French consulates was given by the Moorish authorities but when our sailors went ashore Sunday morning, they were fired on by six men and an officer were wounded. The party then charged with bayonets and the Moors broke and fled, leaving many behind. The exact number of killed is not known.

Upon arriving at the consulate the party signalled to the cruiser Galilee and after the Spanish cruiser Don Alvaro de Bazan had sent a party ashore to protect the Spanish consulate the Galilee opened fire on the native quarter of the city.

The old Moorish battery on the fortifications responded with two blank shots, but the cruiser Du Chayla silenced this battery, drove off the gunners and then destroyed it. The Galilee and the Du Chayla continued to shell the city, the beach and the surrounding villages wherever the Kabyles assembled. The marksmanship was good and many Kabyles were killed. The European quarter of Casablanca was not damaged.

Fired on Horsemen. PARIS, Aug. 6.—A special dispatch received here from Tangier says the street fighting in and the bombardment of Casablanca, according to a refugee who arrived from there on the steamer Anatole, continued throughout Sunday and was still in progress when the Anatole left at 6 o'clock Sunday evening. The French ships fired a total of about 2,000 shells. The number of Moorish dead will run into the hundreds. A single party of marines killed about 2,000 Moors. The French wounded number about 12. No Frenchman was killed. The Marabout Sidl Marout was wounded.

On Saturday night the Moorish troops at Casablanca was advised that French would be landed the next day. He gave assurances that the city would remain calm. At 5 o'clock Sunday morning a detachment of fifty French marines in command of an ensign landed in the city. This force hardly passed through the water gate before it received a volley fired at point blank range from a detachment of regular Moorish troops. Five marines and the ensign were wounded. The ensign was shot through the hands. In spite of his injuries he ordered his men to fix bayonets and charge. This the Frenchmen did and in the firing 150 Moors lost their lives. The marines continued their way, clearing the ground of the enemy as they went until they reached the French consulate, where the French citizens at Casablanca had taken refuge. The other European residents had sought safety at their respective consulates.

In the meantime the French cruiser Galilee had commenced shelling the native villages outside of Casablanca to prevent armed Arabs from entering the city. According to the Anatole passenger the shells could be seen ploughing up the earth and killing men and horses. At 11 o'clock this morning the French cruiser Du Chayla arrived. She had made the mistake, as it is charged, of mistaking Grace Joco, an Italian of 11 years. A shrill cry from the girl and an impassioned appeal by the mother saved the foreigners of the neighborhood in a frenzy and as the Greek took to his heels a crowd pursued. When a black had been covered, Sorgerato stumbled and fell and the mob was upon him. Kicked nearly senseless, the Greek, a powerful man, nevertheless gained his feet only to be knocked down again. By this time someone had snatched a clothes line from the window of a grocery store, and the rioters attempted to put a noose over the Greek's head. Only the over-egerness of each rioter to have a hand in the lassoing saved the peddler's neck. During the confusion a policeman arrived and snatched his way to the endangered man. For a moment the crowd drew back and within that time the officer had dragged his man in the market car. Officer and prisoner were quickly admitted and the door fastened behind them. Cursing his prisoner in a car the officer awaited assistance while the rioters threw themselves against the doors in a frantic effort to force their entrance. The police reserves arriving soon stood off the mob, while the Greek was hustled into a patrol car by force.

Chastised of their man, the crowd vented its fury on Gaston Kenfoll, an unoffending workman, homebound. As he was passing the rioters seized him out, at the same time crying, "That's the man's friend, he was there too." Quick to seize signs of further violence the rioters pounced upon him and pounded him until he was unconscious. The police were finally got the man to a hospital and removed him to a hospital. Edward Pratt, a mill-wright, 46 years old, had a somewhat similar experience this afternoon. "We were fifty-seven that night. Nellie and Helen Pratt, each about ten years old, accused me of further violence the rioters. I was roughly mauled before rescued from a mob by the police. The mill-wright told the police he had come here today from America. Adelaide Wilder, a nurse, fought off an assailant on the west side today. There was some American bidding during the sale. One American advanced his bid \$1,000 at a time, until a New England merchant, outbid him and secured the abbey. AN EXPENSIVE COMPLIMENT. "Excuse me, sir, but this is the sixth time that you have gone away without paying." "Oh, my dear young lady, when a man sees you he forgets everything else."—Translated for Transatlantic Tales from Pilecende Blatter.

fit better. The underwear that fits perfectly, wears off slowest, and neither shrinks nor stretches, is named PEN-ANGLE, and bears this trade mark in red. Who sells it, guaranteed in the maker's name. Made in many fabrics and styles, at various prices, in form-fitting sizes for women, men and children. PEN-ANGLE Co., Windsor, Ont. Underwear wears best and fits better.

THE SIMPLICITY OF THE RELIGIOUS VIEWS OF THE WANDERING DOCKHOBORS

Surrounded by Crowds of the Curious the Simple-Minded Seekers for a Warmer Climate Entered the Western City—Were Well Treated on Their Tramp.

The second contingent of Doukhobor pilgrims in search of the land of warmth and fruit and sunshine, the Eldorado of their hopes which has led them on a journey of three hundred miles, is now in Winnipeg.

They could not be regarded as offenders against the law, and as a result the police did not interfere other than to see that they were escorted to the quarters where they were to spend the night. They broke into two sections when they arrived at Headingly, one party entering the city by way of the C. P. R. tracks and the other traversing the historic route along Portage avenue. At six o'clock they arrived at the quarters, strong, and camped for a brief rest on the vacant lot at the corner of Portage avenue and Balmoral street, where, for an hour they were in the hands of the throngs of people who chanced to pass along the thoroughfare.

Continuously they waited their unmusical and bewildering notes. In both demeanor and action they disparaged anything frivolous with regard to their strange mission and as best they could made known their wish to locate the Florida of their primitive ideas. With evident delight they subjected themselves to the exposures of the kodak. Their leader, with a broad-brimmed hat, sought what assistance he could from the good Samaritans of the neighborhood. The look of an unutterable weariness, they arose and proceeded down the avenue. The police sergeants were on hand immediately they began their journey to the centre of the city, and directed them down Portage avenue to Vaughan street, thence down Elliot avenue, Hargrave and Main streets to the mission church, where they were to be quartered for the night. Meanwhile hundreds of the curious fell in the line of march and followed the fifteen bronzed and resolute figures to their temporary haven of rest after their tiresome march. It was by far one of the most strange events in the annals of the life of the city in this country. The greatest and most gorgeous circus parade would inevitably suffer from comparison. Portage and Balmoral where they made their first stop in the city. When they reached the mission church they again drank draughts of icy water, and after the boys then on their abstemious pilgrimage; then amid the curious gaze of hundreds of people they were ushered into the building, some of them utterly exhausted from the effects of their trying march. They showed no signs of weariness, in fact they expressed their willingness to again take up their search for the far away land of comfort, so conclusively harmless and innocuous that there is no present to the city the amazing dilemma of how to dispose of the strange men.

They are a people of physical perfection such as could only endure the punishing consequences of a foot journey of three hundred miles under such circumstances which it has been made. One of the men measures six feet, four inches in height and registers in Winnipeg apologetically clean and ruddy with the glow of health and recent ablutions that lends more and more to the incongruity of their mission.

PERSUASION TO BE USED. They are still insist in their search for the land which their strange religious mania desires to realize where the free and untrammelled processes of nature provide for mankind all necessities of life. Endeavor will be made to persuade them to turn back to their homes and if the forces of this persuasion can be brought to influence them they will be transported immediately back to the points from which they started. Whatever else may be said they seem to have acted only as they knew. There is no fanaticism in their simplicity, but no fanaticism in their manner. They have made the longest tribal migration in the history of the country on the mission of a strange quest, and they have criss-crossed with pictures on an intelligible lynch based on their historic Oriental instinct. If, in their code of simple ethics, they are a people who have not yet reached that land of promise which is in their desire to find they will continue on their march. At the same time, however, it is possible influence will be brought to bear to persuade them to return to their homes and discontinue their pilgrimage.

THE AFTERNOON MARCH. When the pilgrims reached Deer Lodge, out beyond St. James, they were pretty tired, and there sat down to rest for awhile, knowing that they would reach the city before nightfall. By this time a few had journeyed out from the city to see these curious people that they had heard so much about and many brought their cameras to take snapshots. To these "Douks" were not at all averse, and at the movement of the hand would turn which ever way the camera flash would indicate. Now their pictures will decorate many "dens" in city homes.

The party sat for some time just outside Deer Lodge resting and singing with a light heart, songs in their own language. "What are they singing?" asked one of the leader as a crowd stood around them at Deer Lodge. In his very broken English he replied that the theme of the song was that when Jesus was on earth He walked around and the good people gave Him to eat in the day and when night came He rested somewhere and was then ready for the following day's work. They had been trying to follow Jesus in that way, Jesus, he said, was always walking.

Then the Doukhobors arose, picked up their small bundles and continued their way, singing the while. About a mile further on another stop was made. The leader, who was always looking after the interests of his flock, asked the farmer working for the roadside if he might have a pail of water to quench the thirst of the men and the request was readily granted and again the party sat down on the grass and sang while their leader went for the water. Then it was that the crowds began to arrive by the cars, and it was not long before more than fifty were gathered around and kept the pilgrims busy getting into positions for the various photographers. A large number of those who went out on the cars in the afternoon were women. "If they had some butter with that bread and those onions, I wouldn't mind sitting down with them," exclaimed one of the onlookers.

One of the party, the biggest man of the lot, seemed to be very loquacious, and did not eat at this luncheon, after which, by the way, very little of the six loaves remained, and when the leader was asked why this was, he replied that he had taken a lunch before, and did not feel hungry. They arose from their meal, and after offering up thanks with heads bowed, continued their march toward the strange land of pilgrim mission. "Is this the land you were looking for?" was asked of the leader after he had entered the city. "No," he replied, "but we will stay here for a week or so and then make our way further south to where there is a warmer country."

"Have you had much trouble since you started on your journey to this warm country?" "No. The people have been good to us and have given us to eat and drink all the way on our journey. There was one place where the boys would not let us sleep all one night and we had to go on the next day without rest, but at all other places the boys were good."

They are thirty-four pilgrims that they replied in the negative, and said that they just lived as brothers and sisters. Questioned if they were disciples of the doctrine of "free love" they did not wish to answer. Only three of the party can read and write, the others being practically illiterate. Despite this fact, however, all displayed an intimate knowledge of the Bible. They believe in one God, in his Son Jesus Christ, and in the Holy Spirit. A peculiar article of their creed which is a first class example of their beneficence is the fact that they object to tilling the ground with metal tools of any kind. The reason given for this is that the occupation of iron mining and manufacture is one in which human lives are often placed in jeopardy resulting in death. In other words, this is an extreme interpretation of the commandment "Thou shalt not kill," the one which has led them to refuse to serve in the army. Asked if they liked to work they replied that they are a religious people, and only desired to do enough to get food. They did not believe in employing cows, oxen, or horses.

Interpreter Getchik had several questions put to him by the "Douks," the principal of which was to enquire if the people of Winnipeg would allow them in securing the release of five of their comrades, who were some time ago committed to Regina jail as vagrants. On being informed that the city police might detain them as vagrants they replied that they did not like to hear this, but did not intend staying there long, and would not harm anyone.

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STEAMERS

C.P.R. ATLANTIC STEAMSHIPS

Montreal, Quebec and Liverpool Service. EMPRESS OF BRITAIN, - July 26th LAKE MANITOBA, - Aug. 3rd EMPRESS OF IRELAND, - Aug. 21st LAKE CHAMPLAIN, - Aug. 17th S. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of Steamer. \$42.50 and \$45. First Cabin—EMPRESS Boats, \$30.00 and upwards. LAKE MANITOBA, \$45.00 and upwards. Second Cabin—\$40.00, \$43.00 and \$47.50. Third Cabin—\$35.00 and \$37.50 to Liverpool. Antwerp Service via London LAKE MICHIGAN, - July 30th MONTROSE, - July 30th MOUNT TEMPLE, - July 30th Carrying 2nd Class only. Carrying 1st Class only. Carrying 3rd Class also limited. \$33.00 to Antwerp—via all routes.

W. B. HOWARD, District Pass. Agt. St. John, N. B.

EASTERN STEAMSHIP COMPANY

INTERNATIONAL DIVISION Coast-Wise Service Steamers leave St. John at 8:00 a.m., Mondays, Wednesdays and Fridays for Lunenburg, Eastport, Portland and Boston. DIRECT SERVICE Commencing Tuesday, July 2nd, the new Empress Turbine Steamship YALDE leaves St. John Tuesdays and Saturdays at 7:00 p. m. for Boston. RETURNING—Coast-Wise Service Steamers leave Union Wharf, Boston, at 9:00 a. m., Mondays, Wednesdays and Fridays, Portland same days at 5:30 p. m., for Eastport, Lunenburg and St. John. DIRECT SERVICE Commencing July 1st the new Empress Turbine Steamship YALDE leaves St. John Tuesdays and Saturdays at 7:00 p. m. for Boston. All freight, except live stock, is insured against fire and marine risk. W. G. LEE, Agent, St. John, N. B.

RAILROADS

CANADIAN PACIFIC

HOMESEEKERS' EXCURSIONS To The Canadian Northwest.

GOING Second Class Round Trip Tickets Issued from DATES St. John, N. B. JULY 31 To Winnipeg, \$32 00 Brandon, 33 85 Mooseomin, 34 20 Yorkton, 35 00 Swift Current, 35 85 SEPT. 11 & 25 Regina, 36 75 Moosejau, 37 00 Prince Albert, 37 50 Saskatoon, 38 50 Battleford, 39 00 Macleod, 40 00 Calgary, 40 85 Red Deer, 41 50 Edmonton, 42 50

Equal low rates to other points.

Call on W. H. C. MACKAY, St. John, N. B., or at all other places. D.P.A., C.P.R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN. No. 5—Express for Pt. du Chene Moncton, Campbellton and Truro, 7:15 No. 6—Mixed train for Moncton, 7:45 No. 4—Express for Moncton, Pt. du Chene connecting with Ocean Limited at Moncton for Halifax, Quebec and Montreal, 11:05 No. 3—Express for Point du Chene, Halifax and Pictou, 12:00 No. 12—Suburban for Hampton, 12:15 No. 8—Express for Sussex, 12:15 No. 13—Suburban for Hampton, 12:15 No. 14—Express for Quebec and Montreal, 12:15 No. 15—Suburban for Moncton, 12:40 No. 10—Express for Moncton, Sydney, Halifax and Pictou, 12:25

TRAINS ARRIVE AT ST. JOHN. No. 9—From Halifax, Sydney and Pictou, 6:25 No. 15—Suburban from Hampton, 7:45 No. 7—Express from Sussex, 9:00 No. 12—Express from Montreal and Quebec, 12:50 No. 17—Suburban from Hampton, 12:50 No. 5—Mixed train from Moncton, 12:50 No. 16—Suburban from Moncton and Point du Chene, 1:15 No. 25—Express from Halifax, Pictou, Point du Chene and Campbellton, 1:15 No. 10—Suburban from Hampton, 2:05 No. 12—Express from Moncton and Truro, 2:10 No. 31—Express from Sydney, Halifax, Pictou and Moncton (Sunday only), 1:40

A through sleeper is now running on the Ocean Limited from St. John to Montreal. The through sleeper on the Maritime Express has been discontinued.

All trains run by Atlantic Standard Time, 24.00 o'clock is midnight. CITY TICKET OFFICE, 3 King Street, St. John, N. B. Telephone 271. Moncton, N. B. June 12th, 1907.

police might detain them as vagrants they replied that they did not like to hear this, but did not intend staying there long, and would not harm anyone.