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C. F. HAYES,
Business Manager.

MONDAY, AUGUST 8, 1910.

EDMONTON'S WELCOME.

Arrangements have been made for a fitting reception to Sir Wilfrid Laurier and party when they visit the city on Monday and Tuesday. This was what was to be expected. Edmonton has not been unmindful when distinguished men have visited the city in the past, and that the excellent custom would it departed from on this occasion was not be supposed. As leader of the Liberal party Sir Wilfrid was certain of a rousing welcome from the Liberals of the city and district. As Premier of the Dominion it is in every way proper and appropriate that the fullest be tendered the compliments of the civic corporation of the capital city of the province. That his welcome elsewhere has been cordial was added reason that in Edmonton it should be more cordial. Edmonton expects in all things to the leadership of the cities of the farther West. The times would be surely out of joint if while she entertains such ambitions and hopes in regard to material things she fell behind her contemporaries in the display of those finer qualities of disposition which in the community as in the individual are the expression and badge of refinement. Of these, none rank higher than the capacity to appreciate greatness and the willingness to honor it. Ill fares the land whose people are either unable or unwilling to recognize a great man when one rises among them. As well providing it nature never touches one among them with the genius of leadership. For them there waits but a miserable existence and an inglorious end. A people who are not able to discern a leader of who are not willing to follow him have nothing in prospect worth hoping for. Nations are made great by great men, but no people can become great who have not in themselves the faculty to recognize greatness and the disposition to honor it. Canadians particularly are cast in a different mould. Our gifted ones are not without honor in their own country, and among their own countrymen. On occasion, such as the present, political and religious differences do not at all deter them uniting to welcome one who has given his life to the public service. Sir Wilfrid Laurier ranks high among the large group of remarkable men this young nation has produced—in the minds of many, ranks highest of them all. In tendering him a reception of the utmost cordiality the people of Edmonton join those of the other cities and districts of the West in exhibiting the spirit which alone can make a people great.

Sir Wilfrid and his colleagues in the cabinet and in Parliament are visiting the West to obtain that personal viewpoint of the country, its aims and aids, which can only be obtained by personal observation and acquaintanceship. There are many excellent newspapers in the West. Nowhere in the world is the press of a country more persistent in portraying to the world the conditions which exist, or indicating the lines of public policy which best tend to advance the interests, to remedy its grievances, to broaden its opportunities and to hasten the realisation of its hopes. Still, not even from a diligent study of the Western press can the men who shape our public policy draw that intimate, personal conception of the conditions here which alone will enable them to adapt means to ends or even to rightly comprehend the ends which should be sought. This knowledge can only be acquired in the West itself, and it is to acquire it that the Premier and his colleagues are traversing the whole Western country from the Lakes to the Coast. The main object of the trip, as Sir Wilfrid expressed it, is to find out what is going on in the West. That is an object which every community in the West should facilitate by every means. The more vivid the impression of the West and its conditions the ministers and members carry East with them, the better able will they be to keep the trend of public policy in line with Western needs and Western ideals. They have come to the West to find out what the West wants and needs, and what part can be played in bringing about the desired result through action of the Federal government and parliament. The warmth of the greeting being extended them is a testimony of appreciation from the Western people, and cannot but help keep the West and its interests fresh in their minds long after their steps have turned again homewards.

FOLLOWING BRITAIN'S LEAD.

At least one Conservative paper admits that the Laurier Government has reduced the tariff "materially." It goes farther and warns Sir Wilfrid that he will be taking his political life in his hands if he makes any further reductions. The paper is the Ottawa Journal, which in a recent issue summarized its views in these words: "And meanwhile we are mistaken if Eastern Canada will tolerate material further reduction in the tariff."

With Sir Wilfrid's statement that it took Britain several centuries to evolve the present free trade policy however the Journal disagrees. It informs the Premier that:—

"Sir Wilfrid's closing phrase about England taking eight centuries to get to free trade is ludicrous enough. England got to free trade in almost a day. There was none of the careful scaling down which Sir Wilfrid hints at. The free traders who changed the policy of England had the courage of their convictions. When protection was at its height in England, they appeared suddenly with a demand for free trade; they fought for it until in a few years they won over public opinion, and then as soon as they had the power they wrecked the protective condition with one fell swoop."

This will be news, no doubt, to Sir Wilfrid, as it assuredly will be to everyone else who is familiar with the course of British tariff history. That Britain tried protection for centuries and finally gave it up as a bad policy must surely be admitted. Nor is it more correct to say that the change from protection came "in almost a day," literally or approximately. In point of fact the process of eliminating protection from Britain's tariff and of adopting the free trade policy of today occupied the better part of the nineteenth century. The first step toward the elimination was made early in the century by Huskisson. But the last vestige of protection was not wiped out until Gladstone's budget of 1860. During the interval, successive chancellors of the exchequer were removing an item here and another there years after year from the list of protected industries. The repeal of the corn laws, to which the Journal seems to refer as accomplishing the extinction of protection and the inauguration of free trade was only a step in the process and not a very long one either. It was more conspicuous than some of the other moves because gone about in a different way, and because it affected a class of commodities which at once rivited it upon the public mind as something of unusual importance. Compared to the other steps in the process it was not a longer step toward the desired goal than the tariff revision of 1897 was toward the replacing of protection in Canada by a tariff levied purely for revenue purposes.

Had Sir Wilfrid's Government departed from this example set by the statesmen of the Mother Land and abolished protection root and branch at "one fell swoop," as the Conservative papers are very fond of saying they had promised to do, they would have checked rather than furthered the ultimate triumph of the low tariff cause. A sudden removal of the protective tariff would have entirely reversed the conditions under which many of the factories of the country had been established and operated. Failures would have followed, and something of a financial panic no doubt resulted. To do this would have been to warn the capitalists of the world that it was unsafe to invest money in Canada in the expectation that the tariff existing at the time of the investment would be permanent or reasonably permanent. It would have been notice to them that if they put money into a Canadian industry which at the time enjoyed a measure of protection they must not be surprised if the protection were swept away without warning and without allowing them time to adapt the industry to new conditions. A warning of that kind would be heeded, heeded all too well for the good of the country. Investors in industrial concerns look first for security for their money. One essential to security is that they have assurance that the conditions under which the investment is made will not be suddenly destroyed by a revolution in the tariff law. To make such revolution; to create such revolution would at once stamp Canada as an unsafe field for the investment of money in industrial enterprises.

No doubt it would have been very gratifying to the opponents of low tariff and of Sir Wilfrid and his Government, if they had adopted this foolish course. It would have done more than anything else conceivable to permanently and powerfully discredit the low tariff cause, and it would assuredly have swept the Government from office at the first election. And whoever thereafter proposed to reduce the tariff would have been immediately branded as a revolutionary and a menace. The evil effects of the ill-considered method of adopting it would have been pointed to as the inevitable results of low tariff, and the public warned that to allow low tariff advocates to again have the making of the tariff laws would simply be to invite industrial and financial disaster. Fortunately no such disturbing course was taken, as none such had ever been approved in a Liberal platform or advocated by the Liberal leader. The Government wanted low tariff but it did not want a commercial revolution. Whether we had a revolution depended on how the reduction of the tariff was brought about. The only possible means of attaining the end without inviting the disaster were those adopted. A gradual reduction, sometimes accomplished by a revision of the general rates, sometimes by a preference, sometimes by a trade treaty, were the steps by which slowly but surely the height of the duty has been lowered. In consequence no charge of having ruined Canadian industries, of having closed Canadian factories and turned Canadian workmen out of their jobs, lies at the door of the low tariff cause. Despite the reductions, the factories have been busier than ever before and the workmen drawing bigger pay and frequently overtime as well. That, no doubt, is the unpleasant fact which worries the enemies of low tariff. As it is being worked out in the Canadian fiscal policy it has ruined no business while materially reducing the cost of manufactured goods to the consumers of the country. His enemies are disappointed that Sir Wilfrid did not produce industrial chaos which would have ended his term in office and ruined the chances of low tariff for generations. Thanks to the judgment with which the accomplishment of the end has been gone about, nobody but the doctrinaires and the Manufacturers' Association has complaint to make. And even these cannot with truth assert that it has or seems likely to produce the evil results they prophesied for it. Chagrin and disappointment are causes of their distress over the tariff—fortunately the only ones.

The Calgary papers have not yet begun telling the world about the fine crops growing in Alberta. Instead, they keep on calling attention by silence, apology and half-hearted expressions of hope, to conditions in the one limited area in which things are not as desired. That is a curious way of pushing along the Province. It is an unusual way of going about it to help one's own city.

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Electricity is one of the things it pays to take no chances with. A current of only 110 volts killed three men the other day at Niagara. A few years ago 20,000 volts were found necessary to electrocute a criminal in New York state. A weak current, under certain circumstances is more dangerous than one many times as strong under other conditions. For the uninitiated the only course of safety is to leave alone what even experts know so little about. The quite common habit of moving an incandescent light about a room on a long wire has its element of danger. A young lady was killed in this way in Strathcona a year ago—not because the current was abnormally strong but because the conditions were such as to make even a weak current dangerous.

The intervention of the Government has been successful in settling the labor trouble on the Grand Trunk railway system. Sneering critics of the Minister of Labor will now have an opportunity of explaining that they were mistaken in the man and of doing tardy justice to one who has proven himself a courageous and capable peacemaker on more than one occasion. The public is always the party to suffer most in a railway strike. The company loses the chance to earn money by handling traffic, and the men lose the chance to earn their usual wages, but what both lose is usually small in comparison to the loss the public sustain through the dislocation of the mail service and the paralysis of the transportation system on which they are dependant. In the recent set-to the tie-up was not as complete as it might have been. The company succeeded in keeping the through passenger trains moving pretty well on time, and declared that they were rapidly getting the freight service reorganized as well. None the less, the partial tie-up of the system did very serious injury to industrial and commercial establishments which depend upon it for handling their goods, and the general public suffered inconveniences and discomforts in many ways. The cessation of the fight means that regular operation of all departments of the service will be resumed at once. That is something accomplished of practical use, and for which credit must be given where it has often had to be given before, to the timely intervention of the conciliator representing the third and most important party—and the one which usually gets little enough consideration from either of the parties engaged in the combat.

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Not all the papers published across the line have joined in the campaign of misrepresentation of the Western Canada crops. But so many of them have done so that it is refreshing to find an exception. One of these exceptions is the Commercial Times, of Chicago, which, in a recent issue reproduced the following paragraph from the publisher of the Canadian-American, another exception:—

"Our correspondents in Canada are in as good a position as any to estimate crop conditions in the Canadian Northwest. They are living on the ground, and their reports as received here differ materially from those recently published in the daily papers. Our correspondents are not interested in the grain market in a speculative way, consequently, I believe their statements are not biased. Saskatchewan which is the greatest producing wheat province, will produce at least 60,000,000 bushels of wheat, fully up to last year's great crop. Some parts of Manitoba are spotted. Southern Alberta has felt the effect of the prevailing drouth. Crops in Northern Alberta are in excellent shape. Near Daysland, where I have a farm of 1,000 acres, my manager reports that our wheat is looking excellent, and recent rains have helped things materially. In my estimation, the Canadian Northwest will produce a crop equal to 80 per cent. of last year's record breaker; and I believe that Canada's pocketbook will be just as fat around Christmas times as it was last year. Whatever shortage per acre there may be, will be offset by prices and increased acreage. J. B. Walker, commissioner of immigration at Winnipeg, reported yesterday that for the four months ending July 1, 90,000 emigrants entered the Canadian Northwest. They will be producers next year. Deputy Minister of the Interior W. W. Cory, who was in Chicago Saturday, also estimated the wheat crop to be 80 per cent or better, basing his estimate upon reports received from agents of the Canadian government covering hundreds of localities. American manufacturers who have goods which are salable in Northwest Canada will find plenty of customers with money in their pocket anxious and willing to buy."

—

Immigrants bring money and effects into Canada every year totalling as large a sum as the whole revenue the Dominion derives from the customs duties. That is the conclusion of the Monetary Times, one of the leading financial journals of Canada. In a recent issue it published a calculation of the wealth brought in by newcomers during the past five years. The figures on which the calculation is based are certainly over-modest as regards the value in money and effects brought along by one class of settlers—those from continental Europe. Merchants in the western towns at which thousands of these people have outfitted for their homesteads in recent years know that they have brought on the average many times $10 per head with them. Yet with this low estimate for this class, the results of the calculation are as indicated. How the conclusion is arrived at is shown in the following paragraph:—

"What new capital did these 931,902 individuals bring into Canada during the past five years? An approximately accurate estimate can be made. Mr. Bruce Walker, the commissioner of immigration at Winnipeg, stated last year that settlers from the United States would probably bring into Canada during 1909 new capital to the extent of $70,000,000. In one instance, a prospective Canadian settler brought with him $25,000, an exceptionally heavy amount. In most cases the sum is considerably smaller. United States cattle have also been changing our prairie census figures. A fair estimate of the value of these particular possessions is perhaps $350 per head and a cash allowance to each new citizen from the United States of $500. From 1897 to 1909, 43 per cent. of the arrivals from the United States made homestead entry in the western provinces. They brought with them during the fiscal year 1907-8 alone, more than $52,000,000 in cash and settlers' effects. As to British immigration, neither the cash asset nor the effects are as large perhaps as those of United States immigrants. The farmers, with life-long savings, leaving the States for new Canadian lands, contribute largely to Canada's revenue. Our money from Britain comes chiefly through other channels, in hundreds of millions. A fair estimate, perhaps, is that every British immigrant brings into Canada with him $100 and settlers' effects to the value of $50 per head. From Europe the amount is smaller, but it would be at least $10 per head, with few, if any, settlers' effects of value. Therefore, the estimate of cash and settlers' effects entering Canada during the past five years may be summarized as follows:—

375,460 British—cash. ..	$ 37,546,000
375,460 settlers' effects..	18,773,000
314,520 United States immigrants—cash..	157,260,000
314,520 settlers' effects ..	110,082,000
241,922 continental—cash.	2,419,220
	$326,080,220

—

President Mackenzie says he would like to get the Intercolonial and make it the eastern section of the C. N. R. Mr. Mackenzie does not agree with those great railway authorities in the House of Commons and the Tory newspaper offices who think the building of the National Transcontinental and the Hudson's Bay railway will destroy the business and earning power of the Intercolonial. At any rate he is willing to take it—presumably at a fair market price, and some at least of the aforesaid authorities seem willing to let him have it. The Montreal Gazette, the oldest and most consistent of the Conservative papers, says: "Ownership and operation of the Intercolonial railway in the past meant "a burden on the treasury of Canada "varying from two and a half millions "a year to four millions a year. If "Mr. Mackenzie will give his word "not to try to give the elephant back "to the country after he gets it people "should see that he gets it, and quick." A year or so ago an attempt was made to discredit the Laurier Government by accusing the ministers of an intention to sell the Intercolonial. There are signs that those who raised the cry are now coming around to the conclusion that it ought to be sold. The Gazette seems about ready to even give it away.

THE FEZ ATROCITIES.

Montreal Gazette—Ever since the present Sultan of Morocco succeded in placing himself on the throne there have been complaints of his barbarous cruelty to his subjects. When the revival by him of some of the most atrocious forms of torture was first brought to the notice of the European powers specially interested, the new ruler said that such practices would be discontinued, since they were disapproved of by his friends. But it was not very long until cases even more revolting were brought to the notice of the foreign consuls. Remonstrance followed but without avail, and at last the torture of a woman in a dreadful manner aroused the indignation of all humane persons who resided in Morocco or were apprised of what had taken place. The victim of the savage inhumanity which has created so strong a feeling against the tyrant is the wife of Ben Aissa. Her right hand had been sewed up in damp leather which, on contracting, causes much pain and leaves the hand disabled. She had been suspended by ropes attached to her forearms and wrists so that her weight rested entirely on her arms. The British consul at Fez was determined to find out the truth, and in spite of refusal to give information, succeeded, with the aid of a French physician and two English ladies of the medical mission, in wresting the whole terrible story from unwilling witnesses. But it does not seem that any positive measures have been taken to put a stop to such atrocities. If the governmoral suasion, it does not look as if ernments interested depend solely on they were able to awe the despot into forsaking his evil ways. The sultan, though he has pretended to yield to the remonstrances which his cruelties have provoked, is evidently convinced in his own mind that he is master of life and death in his own dominions. If Morocco is to be regarded as an ordinary self-governing state, whose relations with other powers are governed by what is acknowledged as the code of international law, it is plain that it would be a delicate thing to interfere. Still that, in a country like Morocco, such a change could be effected that such dreadful tortures—sometimes inflicted to force the victim to reveal where money is hidden—would never more wring the heart of man or woman, we sincerely believe.

The time is not forgotten when the Kourbash was the Egyptian tax collector's chief auxiliary. The Fellahin have ceased to fear that instrument of terror. There was a King of Burmah, a quite legitimate monarch, whose orgies were accompanied by terrible outbreaks of cruelty. But his majesty has long ceased from troubling. The King of Dahomy also, the King of Uganda and other absolute rulers of the interior of the Dark Continent, have mended their ways. The outcry concerning the Bulgarian atrocities, in which Professor Freeman and Mr. Gladstone took a prominent part, marked a state of affairs which no longer disturbs a large section of the Balkan peninsula. Much earlier in the 19th century, Mr. Gladstone made a complaint of the administration of justice in the Neapolitan kingdom. There, too, a change was due. It is known that in Afghanistan, in Persia, in China, and even in some European monarchies, savage and shocking punishments were inflicted on both men and women. That these were taken into account when sweeping changes were made in some of the countries concerned is no doubt true. It is taken for granted that populations are surer of fair and just treatment under rulers of their own race than under outsiders. But this has not always been confirmed by experience. The Spanish-American war is regarded as being justified by the long misrule, not unaccompanied by cruelty, of the Spanish governors. It could hardly be worse, however, than that example of virtually hopeless misgovernment, made more glaring by such shocking atrocities as that which Mr. McLeod, the British consul at Fez, has reported to his government, which lies at the very gate of Europe, an eyesore for all to see.

Why is nothing done? Why is this wretched tyrant permitted to insult the whole of Christendom, now that the rest of Islam has learned at least some measure of reserve and shrinks from breaking out into savagery in the full light of civilization? The reason is unhappily not hidden. But surely the European concert is the veriest farce if such things as Consul McLeod has verified within the palace precincts at Fez are allowed to persist.

IN LIGHTER VEIN.

Puck—Mrs. Henpeck—You, Charles, what's that noise down there?

Mr. Henpeck—I trust, my dear, that I may fall down the cellar stairs if I wish to.

—

Chicago Record Herald—Poor Wappsleigh!

What's his trouble now?

He bought a nice pair of flannel trousers the other day—the kind that are turned up at the bottoms, you know—but he never got a chance to wear them more than once.

Somebody spilled something on them, I suppose."

No, his wife cut off one of the legs, because she found that she could so easily convert it into one of the new style hobble skirts for herself.

—

Philadelphia Ledger—Fly with me, pleaded the youth.

What's the use? answered the girl. Dad's bi-plane would catch that old machine of your before we had got a thousand feet high.

—

Tit-Bits—The tram was almost crowded and the poor mother was gently tossing the baby up and down in her arms in a vain endeavor to stop its crying. As the car slowed down at the stopping place the conductor looked in the door and shouted:—

George's Cross.

Yes; and perhaps if you were cutting your teeth you'd be cross, too," the lady with the baby replied, sharply.

—

Ideas—Tom Dobbs told a country cousin on meeting her "that she looked as fresh as a daisy kissed by dew."

She replied blushingly: "That wasn't his name. It was Bill Jones, and I told him everybody would find it out.

—

Manchester Guarian—The class was being questioned on the cardinal points of the compass.

If I turn to the east and look at the rising sun what is behind me?

Boy—Yer shadder.

Baltimore American—He—Now we are in the park, shall we take a stroll along Lovers' lane?

She—I think I would prefer the bridal path.

In buying a cough medicine, don't be afraid to get Chamberlain's Cough Remedy. There is no danger from it, and relief is sure to follow. Especially recommended for coughs, colds and whooping cough. Sold by all dealers.

LAURIER'S SPECIAL TRAIN WRECKED NEAR PENSE

Running at Fifty Miles an Hour Premier's Train Collides With Freight. Engines Telescoped. Premier Thrown Violently to Floor but is Uninjured. Hon. Geo. P. Graham Sustains Wrenched Knee. Fireman Killed. Party Will Return to Regina. Cause of Collision Unexplained.

(From Saturday's Daily.)

The visit of Sir Wilfrid Laurier to Edmonton will not be delayed by the wrecking of his special train last night by collision with a freight on the C. P. R. line, a few miles east of Moose Jaw. The train was taken back to Moose Jaw for repairs and early this morning proceeded to Regina, where it will be switched to the tracks of the Canadian Northern railway and run right through to Battleford. The premier will spend Sunday resting at Battleford and at nine o'clock on Monday morning will leave Lloydminster for Edmonton. At Lloydminster his party will be joined by Hon. Frank Oliver, Premier Sifton, Hon. C. W. Cross, Mayor Lee and others, who will travel down the line to the border city on Sunday night by C. N. R.. Sir Wilfrid's special train will reach Edmonton on Monday evening at six o'clock sharp. A message of congratulation on the escape of himself and party from injury in the train-wreck, was wired to the premier at Regina this morning by the secretary of the Edmonton Liberal association, Mr. C. Ross Palmer.

Itinerary Will be Continued—A Later Story.

Winnipeg, Aug. 6—The Laurier special, carrying the prime minister and his associates, was wrecked between Belle Plaine and Pense last night by colliding with through freight No. 71. Sir Wilfrid Laurier and his party escaped injury altogether, save for a few minor bruises not worth while mentioning. The enginemen all had sufficient time to jump before the impact and the only man requiring medical attention is Conductor Ed. Cook, who has several broken ribs, besides other bruises. The special train carrying Sir Wilfrid Laurier left Moose Jaw at 8 p.m., with running rights over everything westbound.

Engineer Frank Burgess was at the throttle and Conductor Cook in charge. Between Belle Plaine and Pense on a stretch of straight, level track they met freight 71 in charge of Conductor Kemp and Engineer Humble. Burgess was able to stop his lighter train before the collision occurred, but the heavier freight could not be stopped and crashed into the special. The engines locked together, one baggage car was smashed, a cook and porter slightly injured and Conductor Cook injured as stated. The car containing the newspaper representatives was at the rear of the second baggage car. No injury whatever is reported from this party more than trifling bruises from having been thrown about among the typewriters and furniture. The state-room cars, containing the Laurier party, report nothing more serious than a severe jolt. As soon as the wreck occurred, Sir Wilfrid went forward personally to inquire as to injuries and damage.

The wreck train from Moose Jaw carried to the scene General Superintendent Scully, who personally looked after the train. The cars were draw back to Moose Jaw, where the ambulance awaited Conductor Cook and took him hme.

About twenty car repairers and service men set to work, making repairs and they will have everything in shape to proceed by nine or ten o'clock this morning. The blame for the accident has not been entirely fixed as yet, though it is unofficially reported that train 71 had either left the last order point without securing an order, or the orders must have been garbled in receiving in some way. Local railroad officials feel a great deal of regret that such an accident should have happened to the prime minister's train and are taking every precaution to have their safety and comfort immediately restored. The engineers of both trains are known as two of the most competent men on the road. Engineer Burgess is a man who has been told off to drive almost every notable party in the Wes and has always held the highest trust in him by the company. Engineer Humble, though not quite so well known, has always been considered a most capable and careful man at the throttle. The Laurier special will again leave this morning as soon as provisioned and repaired; and Sunday will be spent at Battleford.

Special Reaches Regina.

Regina, Aug. 6—The Laurier special arrived this morning at 10.30 from Moose Jaw with Engineer Hannah at the throttle. The train is now lying in the yards and leaves early today for the north. The itinreary is being proceeded with as though nothing had happened.

Tomorrow, Sir Wilfrid will spend the day at Battleford. Interviewed, Sir Wilfrid refuses to talk about the accident, but gave assurances that he is not in the slightest injured as a result of the wreck.

As soon as the train stopped here he was off the platform with Senator Gibs and took a stroll about the city. On every hand he was the recipient of congratulations. Wires came in abundance and Sir Wilfrid had a busy hour in Regina. Hon. George Graham did not leave the train this morning, but Sir Wilfrid assured the reporters that Mr. Graham is not injured at all.

Engines Telescoped.

Regina, Sask., August 5.—The special train of Sir Wilfrid Laurier has been mixed up in a bad wreck three and one half miles west of Pense, Sask. According to a report received over the long distance telephone shortly before nine o'clock tonight, the special, which was going fifty miles per hour, being some seven minutes behind time, collided with a freight train. Both engines were telescoped and five freight cars derailed. Sir Wilfrid, who was sitting in his car at the time, was thrown violently to the floor, but immediately picked himself up and announced to those around him that he was uninjured.

Mr. Graham's Knee Wrenched.

Hon. Geo. P. Graham, who was in his car, received a badly wrenched knee, but at once proceeded to the Premier's car. The other members of the party were badly shaken up, but none seriously injured with the exception of Fireman Kemp on the Premier's train. The crews of both engines jumped to safety as soon as the collision was seen to be inevitable. The fireman, however, failed to jump and now lies buried beneath the steam engine, and is likely dead. C. Temple, waiter on the press car, is reported to be injured internally and Conductor Cook on the special train is reported to have one rib broken.

Pense, Sask., Aug. 5.—Sir Wilfrid Laurier's train, eastbound from Moose Jaw, ran head-on into a west-bound freight about nine o'clock tonight, three and a half miles west of here. Both engines were badly damaged, and five box-cars derailed, but the heavier passenger cars stood the shock better. Sir Wilfrid and most of his suite were thrown violently to the floor, but beyond bruises none of the party was injured. The engine crews both jumped to safety after shutting off steam and jamming on the air-brakes, but the fireman of the Premier's train was caught and buried in the wreckage and it is not as yet known if he is living.

Regina, August 5.—It is reported here that Sir Wilfrid's train is being taken back to Moose Jaw, and that he and his party will not reach here until some time tomorrow morning.

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