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Victoria Times.

Twice-a-Week.

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VICTORIA, B. C. TUESDAY, MAY 16, 1899.

NO. 29.

Frightful Disaster

Passenger Train Filled With Excursionists Dashes Into an Express.

Twenty-Eight Persons Killed and Over Forty Seriously Injured.

Many Were Killed Instantly and Others Horribly Mangled and Maimed.

Survivors Tell of the Terrible Scenes Witnessed After the Collision

Reading, Pa., May 13.—A terrible rear end collision of passenger trains occurred about 10 last night on the Philadelphia and Reading Railroad at Exeter, a small station six miles below Reading, resulting in the loss of about 28 lives. Probably about forty others were badly injured, and of these many will die.

The express train for Philadelphia, scheduled to leave Reading at 8:30 p.m., was half an hour late in leaving. Meaning many passengers on the train from Harrisburg went aboard the Philadelphia express while it stood at Reading, but the number of Harrisburg passengers being too great to be accommodated on the express train, it was extra train.

An Extra Train to Philadelphia to run as a second section. A large number of people who went to the state capital to witness the exercises, connected with the unveiling Harttraft monument, there yesterday were on the Harrisburg train.

The second section left here about 20 minutes after the express departed. At Exeter station the first train stopped for orders, and while standing was run into by the second section with terrific force, the latter train at the time running at a great speed. The locomotive ploughed through the two rear cars, reducing them to splinters, and what remained was run into by the third car from the rear. The first car of the second train was also smashed.

The havoc wrought to the occupants of the cars was appalling. Many were crushed to death. Others were mangled and maimed in a horrible manner. The Wagner car, Bokanoket, Norristown was the home of the late Governor Harttraft and many from there had come to Harrisburg to honor his memory by participating in the unveiling of the monument.

The first train consisted of two express cars, mail and baggage cars, a combination car, two day coaches, a parlor car and a day coach in the order mentioned. The second train consisted of six day coaches, one of which had aboard a company of the 60th Regiment of National Guards, whose headquarters are at Norristown. Another car contained the members of the Most Excellent Order of the Moose, of Norristown. The other four cars had regular passengers, including about 20 survivors of the 51 Pennsylvania volunteers, Harttraft's old command.

Upon recovering from the effects of the shock, those who escaped set to work to rescue their more.

Unfortunate Fellow Passengers.

Telegrams were hastily sent to Reading for assistance, and two relief trains with surgeons and nurses were dispatched to the scene. Medical aid was promptly rendered to the injured upon the arrival of these trains at the scene, and those who could be removed were placed on the trains and brought to the hospitals here. The bodies of twenty dead were also brought here. Many dead have not been identified and now lie in the morgue awaiting the arrival of relatives or friends to take identification.

the rear portion of our train. It is said that the second section started within two minutes after our train started. I don't know how many people were killed, but I think there must have been at least twenty, and 50 injured. There were about 130 in our train and the second section was also crowded. There were a number of soldiers on the train who rendered inestimable assistance in getting the dead and injured. When the crash came I thought we should all be killed.

It was terrific. People were thrown in all directions, and those not injured by broken wood were more or less injured by being bumped against the sides of the car. The scene was most distressing, I shall never forget it.

Henry Schuler, of Jenkintown, a passenger on the regular train said "I was in the smoking car in the regular train. Our train ran past the signal towers. An order was given for it to stop and another order given for it to reverse and go back. This was done immediately, and we had only got a short distance back along the line when the second section crashed into us. There was a terrific crash, which sounded

Like a Big Thunder Bolt or Earthquake. People were thrown in all directions, and several cars were smashed like match-wood. After the sounds of the crash had died away, the screams and cries of women and men could be heard on every hand. I saw a number of bodies of killed and wounded. I don't know the number, but it must be about twenty killed outright. Many others were unconscious. The parlor car of our train was smashed, but not badly. Its strength saved it and the occupants escaped with less injury, I believe, than those in the accommodation car next to it."

An Official Statement.

An official of the company gives the number of dead as 23, and says forty are badly injured. Several of the latter, it is thought, will die before the night. The rear car of the first train was occupied principally by people residing at Norristown, and this fact accounts for the great number from that place included in the list of killed and injured.

A Miraculous Escape.

Philadelphia, Pa., May 13.—Three cars of the ill-fated section which crashed into the first section of the "Gibson Bell" express train at Exeter last night arrived here at 4:15 this morning. The second train was composed of six day coaches, but three of them were badly wrecked in the collision. When the three cars which arrived here left the scene of the wreck they carried a large number of injured and others who escaped injury. Some of the injured were taken off and removed to the hospitals at Norristown. While the train was standing at the latter place, two of the injured died before they could be recovered.

When the train arrived here there were on board Harry Orrell, engineer of the second train; and his groom, W. L. Everett, both hurt. There were also on the train half a dozen uninjured passengers, all residents of this city.

Day was just breaking when the train came to a standstill, and many railroad men and others were waiting its arrival. The railroad employees warmly congratulated the engineer and fireman on their miraculous escape from death. As the oil begrimed railroaders shook hands tears came into the eyes of many of them. Orrell had been reported dead, but was only injured. He received a bad scalp wound. His head was bandaged and blood covered his face, hands and clothing. The fireman was slightly injured about the back.

In an interview with a reporter of the Associated Press Orrell said he could not account for the accident.

Another Collision.

Utica, N.Y., May 13.—The special American express Westbound crashed into the rear of the Southwestern train in the central Hudson yard in this station early this morning. The Wagner car, Bokanoket, the express cars and the engine of the moving train were telescoped, derailed and smashed. There were three passengers in the Wagner car. Two escaped, but Harry Neat, assistant superintendent for the Wagner Company, a resident of Buffalo, was so badly injured that he died about four o'clock. Other injuries to persons were confined to bruises and shocks from the force of the collision. The wreck immediately caught fire, but the flames were soon extinguished. An investigation is being held as to who is responsible for the accident.

THE FILIPINO CONGRESS.

Members Want Better Terms From the United States.

London, May 12.—A special despatch received here today from Manila, says the Filipino congress now sitting at San Isidro is composed of fifty-six members, of whom twenty favor peace and an equal number are irreconcilables. The others holding the balance of power are ready to admit they cannot obtain absolute independence, but demand better terms at the hands of the United States.

Awarced Highest Honors—World's Fair. Gold Medal, Midwinter Fair.

DR. PRICE'S CREAM BAKING POWDER

A Pure Grape Cream of Tartar Powder. 10 YEARS THE STANDARD

HERE ARE THE SCHEMES

All the Proposals Made or Likely to Be Submitted Grouped at a Glance.

FROM THESE VICTORIA MUST CHOOSE ONE

Comparison of the Two Largest Undertakings and Their Claims to Acceptance—Plenty of Food for Thought—Public Versus Private Ownership of Vast Public Utilities—For the People to Decide.

As promised we lay before the readers of the Times the various plans and proposals now under consideration by the representatives of the people, and the alternative schemes which are available in the event of no action being taken on any of the first-named. We have endeavored to make the statement as brief as possible and to reduce to paragraphs the advantages and disadvantages of each, while trying to preserve strict impartiality.

In the case of the plan submitted by the E. & N. Railway Company and the scheme of harbor improvement projected by Mr. Thomas C. Sorby, we have taken the liberty of departing from the rule followed in the other cases, for the reason that the two are absolutely antagonistic, and also because the acceptance of the one would mean the killing of the other. We have carefully gone over the figures and tried our best to ascertain all the facts in relation to each, and to make a perfectly dispassionate view of the two plans. That the reader may obtain what is called a bird's-eye view of the two schemes, we have set the salient features of the two in parallel columns. Herewith is a list of the definite proposals, grouped under their respective heads, followed by the schemes which may be proposed as alternatives. On the editorial page will be found a more extended review of the question.

PLANS SUBMITTED.

- (1) SOBRY HARBOR IMPROVEMENT. (Public ownership.)
- (2) ESQUIMAULT & NANAIMO RAILWAY COMPANY, MAINLAND CONNECTION. (Private ownership.)
- (3) PORT ANGELES & EASTERN RAILWAY, CONNECTION WITH AMERICAN LINES. (Private ownership.)

POSSIBLE PLANS.

- (4) VICTORIA & SIDNEY RAILWAY EXTENSION TO END OF SAANICH PENINSULA, FERRY TO POINT ROBERTS. (Semi-public ownership.)
- (5) REVIVAL OF DE COSMOS ROUTE. (Private ownership.)
- (6) BONUS TO CANADIAN PACIFIC NAVIGATION COMPANY TO RUN INDEPENDENT FERRY TO ANY DESIRED POINT. (Semi-public.)
- (7) EXTENSION OF OUTER WHARF, BRIDGE ACROSS HARBOR ENTRANCE, CONNECTION WITH VICTORIA AND SIDNEY BY BRINGING THAT LINE ACROSS EAST SIDE OF CITY TO WATER FRONT AT WEST SIDE OF ROSS BAY, AND THENCE ALONG SHORE TO OUTER WHARF; ALSO WITH E. & N. RY. CO. BY MEANS OF BRIDGE MENTIONED. (Semi-public.)

SORBY VERSUS DUNSMUIR.

THE TWO ANTAGONISTIC SCHEMES COMPARED IN THEIR MAIN POINTS.

Dunsmuir Project. Private Enterprise.	Harbor Improvement. Enterprise Vested in the Public.
1. Cash bonus to be paid by the ratepayers to E. & N. Co. \$700,000.	1. No bonus. Self-supporting.
2. Purchase of 19 acres of the Indian reserve by the ratepayers, to be handed over to the Company for their private use. Say \$50,000. (N.B.—The E. & N. cannot get this land themselves.)	2. Ratepayers not required to pay anything.
3. Ratepayers to obtain permission for the railway company to erect a bridge for their own use from the Indian reserve to Messrs. Ribbet & Company's private wharf. (N.B.—Neither company could get this permission itself.)	3. Removal of all present obstructions to navigation. Removal of present obsolete swing railway bridge, and the erection of a bascule traffic bridge, free from all charge to the ratepayers, operated and maintained by the Harbor Trust.
4. Exemption from taxation for 15 years upon property used for personal profit.	4. Partial exemption from taxation for five years.
5. Gift to the city of a bridge which would require for alteration, maintenance and repairs, say, \$10,000 per annum.	5. Removal of that bridge without cost to the ratepayers.
6. Gift to the city of present terminal property, of the nominal value of, say, \$100,000.	6. Gift to the city of new bridge at Point Ellice, new bridge at Rock Bay, opening up of Orchard street to Work street; new bridge foot of Johnson street, placing Victoria West in direct communication with Victoria city; permanent way across James Bay, and maintaining bridge free of charge, say, \$600,000 and a charge of \$50,000 per annum.
7. Annual charge for interest and sinking fund on the advance made to the company for their advantages, say, \$50,000.	7. Guarantee; liability nil.
8. Outlay by the Dunsmuir company in the city, toward which the ratepayers contribute \$750,000, say, \$1,400,000.	8. Outlay on the harbor \$5,250,000.
9. Advantages to shippers; possibly 25 per cent. per ton on the freight now carried from Vancouver by the C.P.N. steamers, \$1,000 per annum.	9. The finest and most commodious harbor north of San Francisco, a general reduction of harbor dues and charges on all merchandise, and a vast increase in trade.
10. Transcontinental terminus.	10. With first-class harbor and transshipping facilities, all railways will probably desire to line up alongside the ocean carriers and want no bonus for securing the trade.
11. Direct connection with C.P.R.	11. Direct connection with the American system of railways, with the C.P.R. hurrying up to get its share.
12. Possibility that the C.P.R. in attempt to extend system to Alberni may endeavor to acquire and may acquire the interests now proposed to be shared by this city, and so destroy Victoria as terminal point.	12. City of Victoria the practical owner of vast, self-supporting and lucrative estate, likely to gain commercial supremacy and ensure prosperity of the city.
13. Properties to be assisted are private. Would the city get full value for its money?	13. Harbor improvement scheme is purely and entirely for the general benefit, and will be managed for the people by the people.

WHY FREYCINET RESIGNED.

Paris, May 12.—At a cabinet council today President Loubet, on the suggestion of the Minister of War, M. Krantz, signed a decree cashiering Major Cuignet on account of his having divulged to the Petit Journal the contents of certain letters.

M. Delcasse, Minister of Foreign Affairs, said the letters as published were garbled and mutilated. Amid mingled cheers and hisses, M. Delcasse explained his position in the matter, and asserted that Major Cuignet, as a member of the war office, had impugned the good faith of the foreign press in certain matters. He (Delcasse), therefore, wrote to M. de Freycinet, then Minister of War, asking for apologies from the war office, and showing that Major Cuignet's accusations were unfounded. The impression made by M. Delcasse's speech was that M. de Freycinet resigned the war portfolio instead of making reparations.

WANT PRIOR COMMITTED.

Alleged Contempt of Court by Victoria's Representative in Connection With an Action Against Him.

Toronto, May 12.—A motion was made before Judge Street this morning to commit Col. Prior, M.P. for Victoria, for contempt of court in refusing to attend for examination in connection with a suit against him by E. C. Cox, for non-delivery of shares in the Crow's Nest Pass Coal Company bought from him.

ENGINE DRIVER LASSOED

By a Boy, Who Unable to Free Himself From the Rope, Was Dragged Under a Train and Killed.

New York, May 12.—This is in the Herald under a Chester, Pa., date: The skill of young Frank Beaumont in throwing the lasso resulted in his death last evening. Ever since a Wild West show exhibited in this city, the boys of Chester have been practicing with lassos. Young Beaumont, when he tired of lassoing boys of his own age, looked for bigger game.

He stationed himself along the Reading railroad near his home and prepared to lasso an engine. The end of the lasso he tied about his waist, and the loop he circled about his head as a freight engine came up a grade. With a whoop he sent the loop whistling through the air. The engine driver, leaning out of the cab window, unconscious of the boy at the side of the track, was startled to find his arms pinned to his sides. The loop had fallen with great precision, and as the train moved forward the loop was jerked tight rendering the engine driver helpless.

Young Beaumont was thrown from his feet when the jerk came, and unable to untie the rope around his waist was dragged along the tracks, the rear of the train driving his strokes, and finally he was drawn under the car wheels. The engine driver succeeded in freeing his arms and stopping the engine but the boy was dead. The wheels had scalped him and he was bruised and mangled.

A SECRET MARRIAGE.

New York, May 12.—The recent death of Thomas J. Havemeyer, brother of Henry O. Havemeyer, president of the Sugar Trust, has brought to light a new romance in the wealthy but unhappy Havemeyer family. Thomas J. Havemeyer has always been regarded as a confirmed bachelor, but it has now been ascertained that on September 8th, 1884, he was secretly married to Anna M. Wright, who has now made application to Henry O. Havemeyer for her dower rights in the immense estate. Mrs. Havemeyer, as she must now be called, has kept her union secret from all except her immediate family. This, she says, she has done because she so loved and trusted the man who had given her everything but the recognition of the world as his wife, that she was willing to wait until he deemed it fit and right to acknowledge her.

LANGLEY'S FLYING MACHINE.

Washington, May 12.—Professor S. P. Langley, secretary of the Smithsonian Institution, who was given \$25,000 by the board of ordinance to experiment with his flying machine for war purposes, made the first test at Quantico, Va., yesterday. Professor Langley, with the aid of money placed at his disposal, built a machine larger than that with which he experimented two years ago. The machine was launched from the top of a boat house on the Potomac. The result was not so successful as Langley's former experiments. The machine soared aloft 500 feet and descended after a horizontal flight of 800 feet. The former machine, which was propelled by a small steam engine, flew three-fourths of a mile and only descended when the steam was exhausted. It is understood Professor Langley will be overcome the limited power capacity of the former machine by the use of a condensing engine which could repeatedly utilize the condensed steam from the boiler.

Wanted a President

General Ernst Tells of the Present Situation in Cuba.

There is a Sentiment Toward Annexation by the United States.

New York, May 12.—Among the passengers who came in on the Havana on her record breaking trip from Cuba, was General H. O. Ernst, who has been in Cuba since January, stationed in Havana as inspector on General Brooke's staff. "The situation in Cuba to-day," said he, "is rather bright, and the condition of the island is improving. One hears very little about annexation down there, though there is a sentiment tending that way among the people."

General Ernst said, in his opinion, no man in Cuba was qualified to be elected President. He said he did not think Gomez would ever fill the position. Gomez is a good man, but has enemies. "Then, again," he continued, "I do not believe he is qualified to hold that office. Should the sentiment of annexation increase I believe Gomez would cause the United States trouble. He keeps quiet, as long as they dangle 'Cuba Libre' before him."

Cubans Cannot Agree.

Havana, May 12.—The decision of General Gomez to abandon the old summer residence of Captains-General where he had been living, and to take a house in the city, was announced by his staff to-day, who were simultaneously instructed to repair to their homes. The order aroused considerable resentment among them, all accusing Gomez of deserting them, and declaring they have neither homes, work nor money.

The disagreement is serious, especially as the anti-Gomez papers continue to attack the settlement of the amount the Cuban soldiers are to receive. La Discusion and El Reconcentrado seem determined to cause trouble. The former in a bitter editorial declares the payment of \$25 for an exchange of arms is merely an attempt to place the Cubans in the power of Americans. The article which is believed to be inspired by Manuel Sanguilly, says: "These traitors have caused all the complications which have placed our country in existing conditions, conditions which if continued long, will cause bloody strife between Cubans and Americans."

Tired of the "Sick Man"

Revolutionary Party Declares Syria a Free and Independent State.

Young Syrians Have Plenty of Money and Will Fight for Their Freedom.

New York, May 12.—Syria was proclaimed a free and independent state yesterday by a revolutionary party, which, for three years, has been secretly at work throughout the world, says the Herald. Mimeograph copies of the law from the rule of the Sultan of Turkey. "Young Syria," as the society is called, is the result of gradual growth. The success of the Cubans has inspired it to take a bold stand. Members say there will be a very "Sick Man" in Europe before long, for they assert they will have funds to equip armies and vessels of war.

A DISASTROUS EXPLOSION.

Chemical Works Wrecked—Four Persons Killed and Many Injured.

London, May 12.—A fearful explosion occurred today at Kurtz's chemical works, St. Helens, Lancashire, killing four persons and seriously injuring twenty. A fire broke out in the chlorate house, and a large quantity of chlorate exploded. Subsequently the boiler exploded and the whole works were raised. The tower was strewn with debris and most of the buildings in the place damaged. The total loss is about \$500,000.

THE REDISTRIBUTION BILL.

Ottawa, May 12.—In the house today Premier Laurier said that the redistribution bill will be brought down early next week.

On the motion to go into supply, Sir Hibbert Tupper referred to some papers and returns which had been moved for, and had not yet been brought down. They referred to Yukon matters. Hon. C. Sifton said they would be down on Monday or Tuesday.