

THIRTY-SEVEN KILLED IN AN ILLINOIS WRECK

Interurban Cars Collide Head On, Travelling Forty Miles Per Hour—Sixteen Others Injured, Three Probably Fatally.

Springfield, Ill., Oct. 4.—Thirty people, of whom thirteen were women, were killed, and twenty-six injured late this afternoon when two interurban cars on the Illinois traction system collided head-on at Dickerson's Curve, two miles north of Staunton. Both cars were going at a high rate of speed and as the curve where they met is at the bottom of a hill, both were plunging down hill. They met right on the curve and so sudden was the collision the motorman barely escaped with their lives by jumping. Both cars were demolished and the dead, dying and injured were piled in a bloody mass, while the scattered wreckage of the mangled and bleeding automobiles lay in a horrible scene.

Disregarded Orders.—The collision occurred between local train No. 14 northbound and an excursion train, No. 73, headed towards St. Louis. The accident, according to present information, was due entirely to disregard of orders by the crew of the local train. Train No. 14 had orders to pass No. 73 at Staunton. The latter was running in two sections and the orders given to No. 14 were explicit to pass both sections of the southbound train at Staunton.

The first section of 73 had passed when the crew of No. 14 pulled out on the main track, heedless of the second section, and started north. At a sharp turn in the road called Dickerson's Curve which is two miles north of here, the two trains came together in a splintering crash. Dickerson's curve is a sharp bend in the road and is at the bottom of a decline both from the north and south. Train No. 14 and the second section of No. 73 were both on the down grade and moving at a speed of forty miles an hour when they met. The cars were so close that it was impossible for either of them to stop or slow down, and the crews were able to do nothing except set the brakes and jump for their lives. All the crews escaped without serious injury but were badly shaken up. They were able to lend assistance to the injured an instant later. None of the passengers had a chance for life as the crash followed immediately. The cars came together with a terrific smash and were entirely demolished, being piled in one huge mass of wreckage through which the dead and wounded were scattered. Among the dead are three prominent officials of the traction company.

Dead Number 37.—Springfield, Ill., Oct. 4.—(Later).—A special car was rushed from the scene of the wreck to Granite City bearing many injured. They are being cared for in a hospital. When the 37 bodies were taken to Carlinville they were conveyed to the Heins undertaking parlors. Efforts to identify the bodies have thus far been in vain, except the three whose names are given above. Messages are pouring into Carlinville from all directions from those who have heard of the wreck and who fear they may have relatives among the dead. The traffic manager of the interurban system at the scene of the wreck has just telephoned to Superintendent Haney's office in Springfield that the dead number 37 and the injured 26, three of whom are perhaps fatally hurt.

C.P.R. SHAREHOLDERS MET.—Directors Re-Elected—Vote Approved for Irrigation Work Near Calgary.

Montreal, Oct. 5.—At the annual meeting of the shareholders of the Canadian Pacific railway company today, the report of the directors was unanimously adopted. Lord Strathcona and Mount Royal, Sir Thomas S. Shaughnessy and Thomas Skinner were re-elected. Resolutions were passed authorizing lease of the following lines: New Brunswick Southern railway; St. Maurice Valley railway; Kootenay Central railway.

Issue of four per cent. debenture stock on account of branch line and extensions of the branch lines was authorized as follows: Moose Jaw- Outlook branch; Weyburn-Lethbridge; Teulon-Stonewall branch; Lander-Groff branch; Regina Colony branch; Craven-Balfour branch; Kipp-Aldersyde branch; Langdon branch; Snowflake branch; extension, Yirdon-McKenley branch. A resolution authorizing the construction of irrigation works for the purpose of irrigating the eastern block of the company's land grant in Alberta, east of Calgary, estimated at a cost of \$45,000 was approved. A resolution respecting the purchase of stock of the Dominion Atlantic railway company was approved. Resolution approving amendments to certain bylaws of the company approved. In moving adoption of report, the president Sir Thomas S. Shaughnessy said: "The twenty-ninth annual report of the company's operations and affairs is now before you for consideration and approval. In round figures the gross revenue of your railway lines, and exclusive of the ocean steamships, shows an increase compared with the previous year of \$13,000,000, the working expenses seven millions, seven hundred thousand and two net earnings an increase of ten millions, nine hundred thousand. The actual result was somewhat better than this, because the directors thought it wise to create at the cost of working expenses an additional fund of about three million seven hundred thousand to provide for maintenance works of one kind or another that are contemplated, but are not yet started."

ARE SELLING MORE LAND.—London, Eng., Oct. 1.—The Dominion Army received this year 100,000 applications for emigration to Canada, but only 10,000 of the applicants were sent. The fifty-first conducted party left today.

The land sales of the Hudson's Bay Company for the quarter ending Sept. 30th amounted to \$450,000, as compared with \$351,700 for the same period last year.

SIR CHARLES TUPPER TALKS ABOUT CANADA

In His 90th Year Former Premier of Dominion Still Follows Progress of Country With Keen Interest.

London, October 3.—After the stress of nearly half a century in the political life of Canada, Sir Charles Tupper, one of the Fathers of Confederation and former prime minister, is living a secluded life in rural England.

"It is a case of 'ex necessitate,'" he said, when asked why he lived in England. "The health of Lady Tupper, while it has improved, will not permit her to take an ocean voyage. I should certainly prefer to live in Canada."

Speaking to Sir Charles it is difficult to believe that the veteran statesman is in his seventieth year; the fact that at this advanced age he still plays golf evidences his wonderful vitality. The passing of the last few years has made little impression on the renowned son of Nova Scotia; that familiar stoop is not more pronounced than when I last saw him in the House of Commons.

Growth of Canada.—I was privileged to have a brief interview with Sir Charles at his residence, "The Mount," Hazley Heath, Kent. Sir Charles welcomed me with the courtesy and charm of manner which in the old days endeared him both to his political friends and opponents. Speaking of the wonderful development of the Dominion he said: "I have witnessed the immense progress of Canada with intense satisfaction. Forty years ago I was regarded as a very sanguine man when I prophesied the future of Canada; but its development has passed my most sanguine expectations, and occupying as it does the best portion of the North American continent it is obvious that at no very distant date it will hold a most commanding position in the world."

"Do you think that Canada as it develops in importance will want to take a larger part in the government of the British Empire?" I asked. "The present generation," he replied, "will, in my opinion, see the population of Canada surpass that of the United Kingdom, but I see no reason to suppose that Canada and the other dominions, however great and important they may become, will not be proud to enjoy the position of sister nations. Of course all the importance that attaches to any portion of the empire will be greatly enhanced by the future greatness of Canada, and the empire will be developed of its outlying parts will command still greater influence in international affairs than it wields at present."

On the much-discussed question of annexation to the United States, Sir Charles was quite emphatic. "The question of annexation was settled in the contest of 1891 and in my judgment settled for ever," he said. "I spoke of the German war scare and asked Sir Charles what position he thought Canada would take in the event of a European war. He declined to give an opinion. When I suggested that a defensive alliance between the United States and Great Britain would be a happy solution and would dispel any fear of England being overwhelmed in a European conflict, he was warmly sympathetic. "If Great Britain and the United States would stand together," he said, "no combination of powers could affect their position. They could keep the peace of the world. I do not mean that they could prevent the antagonism of European countries among themselves, but they could maintain the supremacy of the Anglo-Saxon race."

Sir Charles is an ardent believer in the benefits of production. "Canada owes all its present greatness to the protective policy and that policy will be maintained. Protection in Canada will not be abandoned in your time," he said. Discussing the question of imperial preference, Sir Charles said: "I look upon a mutual preferential tariff between the Dominion and the other portions of the British Empire as a policy that will be attended by the happiest results, by creating a strong bond of mutual self-interest to add to the sentimental loyalty that now exists in all parts of the Empire."

Driving and Golfing.—Sir Charles' recreations are driving and golfing. Frequently he is to be seen on the links which adjoin his house.

"It is a consolation, however, to know that all championships are decided on the 'putting green,'" he added jovially.

Sir Charles' son, Mr. J. Stewart Tupper, K.C., of Winnipeg, and his wife and family are at present visiting at "The Mount." Mr. Tupper is in England pleading cases before the judicial committee of the privy council.

Charles Hubert Tupper, of Vancouver and Mr. William Tupper, of Winnipeg, are expected shortly.

"It has been a source of unbounded satisfaction to me," said Sir Charles, in conclusion, "that all the great measures in which I was permitted to take part have been solved practically in the direction of my exertions; the confederation of Canada, the binding together by steel bolts of the provinces from the Atlantic to the Pacific and the opening up of that great granary between the West River and the Rocky Mountains, which under a policy of protection Canada was able to achieve, enable me to look back with the greatest satisfaction on the consummation of the great questions."

"You ask me to give you a message to Canada. It is this: 'Go on and prosper.' No country in the world, in my judgment, is prospering to such a great extent as Canada or on so sure a foundation, and it would pass the most prophetic vision to say what position she will obtain in the not distant future."

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SERBIAN NEWSPAPERS TURN AGAINST KING

Section of Press Formerly Favourable to Him Now Promoting the Cause of Prince George.

Vienna, Oct. 1.—A section of the Serbian press hitherto friendly to King Peter has suddenly begun to make violent attacks upon his rule, blaming it for the desperate financial and industrial situation and for the innumerable murders and other crimes and the general state of anarchy prevailing in the country. The vehemence of the outbreak is exciting unusual attention because it is inspired by the adherents of Prince George, who are unwavering in their efforts to obtain his succession to the throne. Prince George, it is reported, is absolutely bankrupt. He has been obliged to part with his favorite horse, his pockets are empty and he has not even money with which to buy postage stamps. His apartments are unsanitary and quite unsuited to the prince's health, which is delicate.

GRAHAM BACK IN CAPITAL.

Minister of Railways is Considering Railway Route Maps.

Ottawa, Oct. 4.—Hon. Geo. P. Graham returned to the capital today after a short absence and this afternoon is engaged in the considering of applications for approval of a number of railway route maps, mostly in the west. Questioned as to the Quebec bridge tender Mr. Graham said they would not be opened just at present. When opened they will be referred to the bridge commission, who will consider them on their merits. It will, of course, be a matter of some weeks before the contract can be let.

VICTIMS TO BLAME.

Hilarious Condition of Sailors Responsible for Hudson River Tragedy. New York, N.Y., October 4.—The naval board of inquiry investigating Saturday night's Hudson river tragedy, in which twenty-five sailors from the battleship "New Hampshire" were drowned, will in all probability report that the hilarious spirits of the sailors were alone responsible for the overturning of the launch.

PUBLIC FEELING IS AGAINST DEPUTIES

Officers Smarting Under Indignation at the Shooting of the Dietz Children—Girl's Condition Serious—Complete Secrecy Preserved.

Winter, Wis., Oct. 4.—From every angle in the dense thickets surrounding the little cabin of John Dietz, rifles are levelled today in the direction of the homesteaders' home. Between twenty-five and fifty deputies stand behind the battery of huge power guns under orders to "rush" the cabin if the opportunity offers, and to shoot to kill if resistance is shown. The scene has changed in the absorbing drama of which John Dietz has been the pivot for eight hours. Smarting under the lash of public condemnation for their shooting of the Dietz children last Saturday, the deputies have determined to speed the conclusion of the long battle in which one man has stood and won against the authorities of a state.

GIRL'S CONDITION SERIOUS.

Ashland, Wis., Oct. 4.—The condition of Almira Dietz has become alarming. Secrecy is being maintained. There will be a consultation of physicians today and there is every prospect that an operation will be at once performed. There is a considerable swelling in the abdomen and it is feared there is danger of peritonitis.

RAILWAY VILLAGES DESTROYED BY FLAMES

Battered the Inhabitants of Graceton, on C.N.R., in Minnesota, Have Escaped—Another Village Threatened, But Inhabitants Removed by Train.

Brussels, Minn., Oct. 5.—A bad fire, which has been burning in the bush to the south for several days, was today fanned into a dangerous activity by a strong wind from the south and swept down on the railway village of Graceton, on the Canadian Northern Railway system. It was utterly destroyed by flames, and while it is believed the inhabitants have escaped, in what direction is not known, and they still are unaccounted for. The fire, which had a twenty-five mile front, threatened Williams, and this afternoon women and children were removed on a special Canadian Northern railway train to Roosevelt. At present there is no communication with this point, but the wind dropping with sunset and a light rain fall, it is believed to have checked the dangerous progress of the flames.

COMMISSION INQUIRING INTO COMPLAINTS OF MAINTENANCE OF WAY MEN.

Winnipeg, Oct. 4.—The Royal Commission appointed by the government to investigate the demands of the maintenance of way men on the Canadian Northern, Canadian Pacific and Grand Trunk Pacific, began sessions here today. The tribunal connected its business behind closed doors. The men submitted a draft of the proposed revision of the rules. It is not improbable that the sitings may extend over a period of two weeks, as there is a determination to have all grievances examined and settled.

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HEARINGS INCREASE.

Week Are Much Larger Than Period Last Year.

Oct. 6.—The Canadian bank of the week ending today increase over the corresponding last year. The figures

Week ending	Week ending
Oct. 6, 1912	Oct. 7, 1911
\$45,859,027	\$47,721,986
35,904,802	32,881,219
23,801,327	22,090,190
9,802,929	7,448,709
4,142,320	3,827,290
2,905,102	2,910,354
2,735,883	2,098,492
1,978,078	1,949,468
2,576,058	2,147,514
1,469,032	1,678,120
1,935,710	1,753,558
1,469,959	1,297,709
1,481,131	817,045
1,159,976	
681,060	
401,617	

OKER SCALDED.

lost in Wreck of Pacific Steamer.

Colon, October 4.—One of the explosion on the bridge of the Pacific Steam Company, which caused a boiler exploded. A tug reached here late today when reports that all of the crew and the steamer that port with the exception single stoker, who was the fire room and scalded.

W REACHES PACIFIC.

on Combeque on Oct. 4th.

Day Ahead of Time.

Oct. 6.—The naval department advised that the Canadian ship Rainbow, en route Columbian waters, is now safe, having reported from on October 4th, one day late. The Rainbow remains unharmed long enough to coal, proceed north.

EN YEARS IN PRISON.

Given Bonnie Glen Man by Stewart in Wetsaskwin.

win, Oct. 5.—John Donnell, Glen, was given seven years by Justice Stuart. In the court here this afternoon, conviction on a charge of The victim of Donnell was years old.

Proves Knife to Slay.

Oct. 6.—Mrs. Annie Huxon, 66, a widow and a relative Mayor A. W. Menzies on suffering from a temporary erration, yesterday went to her home and borrowed a knife. She returning home and her throat in a wooden of her home, dying shortly.

ick is one of the most common of muscular rheumatism. Applications of Chamberlain's will give relief. For sale