

FORTY PERISHED IN RAILWAY WRECK

Fifty Others Injured in Disaster Near Washington D. C.—Several of Train Crew Taken Into Custody.

Washington, D. C., Dec. 30.—An appalling disaster occurred at seven o'clock to-night on the Baltimore & Ohio railroad at Terra Cotta, about three miles from this city, in which about thirty-five persons were killed and over sixty injured, some of them so seriously that they will die.

The scene after the wreck was sickening; bodies had been hurled on Every Side and it was after midnight before all the dead had been collected and placed on the special train to be brought here.

Within a few minutes after the collision nearly all the residents of Terra Cotta, a sparsely settled village, had gathered and began the work of removing the dead and assisting the injured.

Wedged Beneath the Wreckage and numbers of them died before they could be taken out. Forty policemen were sent from here and nearly fifty physicians from Washington and the suburbs responded to a general call, but fully three-quarters of an hour elapsed before the doctors were on hand to relieve the injured.

For more than three hours after the fatal crash occurred the police and citizens were taking bodies from under the great pile of the wreck which was the last rites to many of the dying.

Women and children joined in the work and everything possible was done to relieve the sufferings of the injured.

Living in a critical condition on one of the Providence hospital cots, Frederick Leigh, a brakeman on the ill-fated passenger train.

Gasped Out His Story of the wreck: "When we passed Kensington on the danger signals were flashing and we were told to move along cautiously," he said.

When we hit Takama the signals were still out and we left the station slowly and proceeded to Terra Cotta, our next stopping place. The signals were out at Terra Cotta and we took aboard a few passengers and started to pull out.

The members of the crew of the train causing the wreck were placed under arrest by local police. They are: Harry Hilderbrand, engineer; Frank Hoffman, condenser; J. C. McLaughlin, fireman; Robert Rutter, brakeman; and Andrew N. Norris, baggage-master.

The officers of the Baltimore & Ohio he was unable to distinguish the signal lights at Takama Park block station.

Tower Operator Phillips declares the danger signal was in its proper place that Engineer Hilderbrand's train passed the tower going C. at a speed of from 50 to 60 miles an hour.

The members of the crew of the train causing the wreck were placed under arrest by local police. They are: Harry Hilderbrand, engineer; Frank Hoffman, condenser; J. C. McLaughlin, fireman; Robert Rutter, brakeman; and Andrew N. Norris, baggage-master.

The officers of the Baltimore & Ohio he was unable to distinguish the signal lights at Takama Park block station.

Tower Operator Phillips declares the danger signal was in its proper place that Engineer Hilderbrand's train passed the tower going C. at a speed of from 50 to 60 miles an hour.

The members of the crew of the train causing the wreck were placed under arrest by local police. They are: Harry Hilderbrand, engineer; Frank Hoffman, condenser; J. C. McLaughlin, fireman; Robert Rutter, brakeman; and Andrew N. Norris, baggage-master.

The officers of the Baltimore & Ohio he was unable to distinguish the signal lights at Takama Park block station.

Tower Operator Phillips declares the danger signal was in its proper place that Engineer Hilderbrand's train passed the tower going C. at a speed of from 50 to 60 miles an hour.

The members of the crew of the train causing the wreck were placed under arrest by local police. They are: Harry Hilderbrand, engineer; Frank Hoffman, condenser; J. C. McLaughlin, fireman; Robert Rutter, brakeman; and Andrew N. Norris, baggage-master.

The officers of the Baltimore & Ohio he was unable to distinguish the signal lights at Takama Park block station.

Tower Operator Phillips declares the danger signal was in its proper place that Engineer Hilderbrand's train passed the tower going C. at a speed of from 50 to 60 miles an hour.

THE NEW WARD SYSTEM FOR VICTORIA CONTEMPLATE IRON WORKS FOR



The five sub-divisions of the city which will replace the former Wards. Two aldermen will be elected from each Ward.

MILLS AT LODZ FORCED TO CLOSE

SOCIALISTS INAUGURATE REIGN OF TERROR

Threaten to Murder All Who Accept Employers' Terms—Sanguinary Encounters Reported

Lodz, Dec. 30.—All the factories in Lodz closed down indefinitely last night because of the system of terrorism begun by the extreme socialists.

The workers dispersed quietly, but the authorities are concentrating additional troops.

Many of the workmen declare they are willing to accept the employers' terms, but the extreme socialists among them prevent this by threatening to murder all who yield.

Sanguinary encounters were frequent yesterday. Six persons have been killed and twelve wounded.

The authorities, at first supine, are now preparing to meet all emergencies. It is generally anticipated that the workmen will drive out the agitators and be able to resume work within a few days.

The principal Polish bankers say they do not fear any financial difficulties among the firms which have been forced to close down because of the system of terrorism.

The socialists have murdered no less than a score of nationalist workmen in this city and vicinity, and they threaten to organize street riots and compel citizens at the points of revolvers to feed and lodge the unemployed.

The manager of the Scheibler's cotton mills and the foreman and engineer of another factory were murdered by socialists, and the engineers of those and other establishments, fearing assassination, refused to work today. Consequently four of the largest cotton mills shut down early yesterday.

Engineers and skilled artisans are leaving Lodz. Many wealthy inhabitants have left in anticipation of disorder.

Skirmishes Continue. Lodz, Dec. 31.—Skirmishes resulting in occasional fatalities continue between the socialist and nationalist factions.

A funeral procession which was escorting the bodies of four of the murdered nationalists to the cemetery today was attacked by socialists, who shot and killed one mourner, wounded two others and dispersed the cortege.

The tunnel which will eventually connect Italy with Italy will be nearly nine miles long.

ENDED HER LIFE

Miss F. Patterson Hanged Herself to Door—Sister Committed Suicide Three Weeks Ago

Rochester, N. Y., Dec. 31.—Miss Florence Patterson, 55 years old, committed suicide yesterday by hanging herself. Her sister, Mrs. Foster, took her life three weeks ago and in the same manner. Both tied a rope to a door knob, ran it over the top of the door and hanged themselves to it on the other side.

Coroner Killip will hold an inquest.

HISTORY CONFISCATED

Russian Authorities Object to General Kuropatkin's Book on the War

St. Petersburg, Dec. 30.—Local newspapers declare that the book written by General Kuropatkin on the Russo-Japanese war, which has just been published, has been confiscated by the authorities.

The instrumental position of the war is in several volumes. It is understood that it frankly points out the faults of the Russian system and sets forth the general's troubles with his war office and his subordinates during the campaign.

General Kuropatkin, who but recently finished the fourth and last volume of his history of the war, has just returned to St. Petersburg. This last volume is entitled "The Lessons of the War." In it the general sums up his criticism of the war office in its conduct of the campaign.

PORTO RICANS DISSATISFIED

San Juan, Porto Rico, Dec. 29.—R. Matzeno Clinton, speaker of the house of delegates and leader of the Unionist party, has published an article in La Correspondencia, the party organ, criticizing the message of President Roosevelt to the congress for his reference to Porto Rico.

Senator Clinton says that to grant Porto Ricans citizenship without self-government would be equal to saying to the world that the terms "American citizenship" and "American" are synonymous. The idea is impossible of acceptance, but should it become a fact, Senator Clinton says in conclusion, that would be the hour to prepare yourselves to win liberty with sword and gun.

RESCUED AT SEA

Fifteen of Crew of Great Admiral Landel at Frisco—Two Died From Exposure

San Francisco, Dec. 29.—The barque Andrew Welch, which arrived today from Honolulu, brought fifteen of the crew of the ship Great Admiral, which was transferred to the Andrew Welch from the British ship Barcoe, December 24th.

The Barcoe, bound from Vancouver for Melbourne, rescued the crew from the Great Admiral December 9th, in latitude 46.48 north, longitude 127.58 west.

The Great Admiral was caught in a heavy southwest gale December 5th and threw off her beam ends to starboard. She filled full of water. The captain cut away the masts and tried to save the ship. The after part of the house was carried away.

PREMIER'S SAD MISSION

Ottawa, Dec. 31.—Sir Wilfrid Laurier leaves to-night to attend the funeral of R. C. Laurier, his half brother, at St. Lin on Wednesday.

J. A. Moore of Seattle Says: His Com. Build at Quatsino if Bounty Paid.

(From Monday's Daily.) J. A. Moore, of Seattle, whose name is so prominently identified with the iron mines on this island, is in the city to-day. He is here for the purpose of making a large payment in cash to various local syndicates which formerly owned bog iron claims on Quatsino Sound.

These interests have at different times been described in these columns and the sale of them over a year ago to Mr. Moore was also referred to.

But Mr. Moore's visit is of more than ordinary interest at this time, as was explained by him to-day in conversation with a Times reporter. He is in fact seriously considering the establishment on Quatsino Sound of an iron smelter for the treating of the ores which he has acquired. He says that construction will begin very quickly.

At that he and his associates ask is that the Dominion government grant a bounty on the bog iron manufactured similar to that which was paid to the smelters in the east. He says that he does not even ask the same bounty, but would be satisfied with say \$2.50 a ton for a short time, probably four or five years.

Steps have been taken to bring this proposition to the attention of the Dominion government, and if it is favorably considered the erection of the works will begin.

Mr. Moore's experts have been over the ground. He has had two making examinations all summer, and their reports are very favorable. They announce that there are millions of tons in sight.

Mr. Moore, in view of this, is prepared, if the bounty is forthcoming, erect as a beginning a smelter which would turn out about 100 tons of iron a day. With that as a beginning other manufacturing he feels would follow.

The activity in railway construction in the northern part of the province, with the needs of their car shops, etc., he alludes to as guaranteeing a ready market for the output. The bog iron ore is in sight at Quatsino to provide the raw material for the works for 50 years.

Such a smelter, Mr. Moore says, would at the outset give employment to about 300 men alone, and a smelter would be sure to be followed by other important manufacturing works. This ore would have to be mined with magnetite ore drawn from elsewhere on the island. The magnetite to be obtained from the mines owned by Mr. Moore on Quatsino Sound would form the auxiliary supply, and together a splendid quality of iron could be produced.

Mr. Moore says that he has invested in the bog iron properties on this island about \$100,000, which shows that he has an abiding faith in the possibilities of the new works, if established at Quatsino, would be auxiliary to the greater enterprise which Mr. Moore is contemplating at Seattle, and which aims at a steel roller plant.

The smelter at Irondale, recently purchased by him and his associates, will be ready for operation in about 90 days. Its capacity is only about 75 tons a day, considerably less than the one contemplated for Quatsino. The bog iron water for the Irondale smelter will also be partially drawn from the Vancouver Island mines.

Japanese and Russians upon an equal footing. A committee has been appointed to determine the exact meaning of the works.

LADIES' MUSICAL CLUB

Tenth Concert Devoted to the Works of the Norse Composer, Grieg.

(From Monday's Daily.) The tenth concert of the Ladies' Musical Club was held on Saturday, taking the form of a special devoted exclusively to the works of the Norwegian composer, Grieg. Among those who took part were: Mrs. H. B. Young, Miss Laurin, Mrs. F. B. Pemberton, Mrs. D. R. Harris, Messrs. Arthur Gore, Benedict, and Dr. Richard Nash—the arrangements being by Mrs. Denise Harris.

The various numbers, both vocal and instrumental, were admirably rendered. Miss Edna "The Evening Star" was excellently interpreted, while Arthur Gore's "The Princess" proved a favorite with the audience. "Ich hab' Dich" and "Waldwandlung" were given by Mrs. Fred Pemberton in fine voice.

The instrumental portion of the programme was fully as good. The Norse composer's delicate "Mist" in the "Norwegian Brandy" was excellently treated by Mrs. H. B. Young. Mr. Bandy and Dr. North in their duo for violin and piano, and Mr. Bandy and Mrs. Harris in the difficult "Romance mit Variationen" for two pianos, also played admirably. The programme was as follows:

Violin and Piano—Sonata Op. 8, No. 3, Allegro con moto. II. Allegretto. III. Allegro molto vivace.

Mr. Bandy and Dr. Nash. Vocal Solo—(a) A. Love's Evening in Summer. (b) Edna Evening in Summer. Miss Laurin.

Piano Solo—Norwegian Brandy. (a) Good Morning. (b) Waldwandlung. (c) Ich hab' Dich. (d) Waldwandlung wirt. Variations. Mr. Bandy and Mrs. D. R. Harris.

GENEROUS ACT

Guggenheims Safeguard Purchasers of Stock in Nipissing Mines Trouble.

Reference has from time to time been made to the advent of the famous Guggenheim Mining Company to this province. The financial trouble in connection with Nipissing stock in the Cobalt district has excited much comment in the East. The Guggenheims as a result of the conditions found to exist, forfeited the \$2,000,000 which had been paid by them as the first instalment on a \$10,000,000 purchase.

Following this up the Guggenheims undertook to bear the loss occasioned by the break in stocks to their clients. The plan they adopted is recognized as unusual in stock dealing and is set forth in the following notice which they have sent to all purchasers of Nipissing stock:

New York, Dec. 1, 1906.—Dear Sir:—We have determined not to exercise our option for the purchase of the Nipissing Mines Company stock. If you will return to us promptly the certificate for your shares of the Nipissing Mines Company stock delivered by us to you, we will return to you—dollars, the full amount of your first payment. If you have sold the stock, please inform us what you have received therefor, and we will send you a cheque for the difference between the sum received and—dollars, the amount of your first payment. Please return us your subscription agreement with your answer to this letter.

Yours truly, DANIEL GUGGENHEIM, MURRAY GUGGENHEIM.

CALGARY'S ASSESSMENT

Calgary, Alb., Dec. 31.—The assessment roll for the coming year shows an increase over last year of \$4,600,000.

The frame of the "Virgin Child" in Milan cathedral is of pure gold and lapis lazuli, and is valued at \$25,000.

MANY JAPANESE GOING TO MEXICO

OVER ONE THOUSAND ARE DUE NEXT WEEK

It is Believed Large Number Will Make an Effort to Enter United States.

City of Mexico, Dec. 31.—A dispatch to the Herald from Guadalajara says that the migration of Japanese brought to this country under contract to work on the Mexican extension of the Mexican central railroad continues, according to the correspondent. One hundred and fifty of these men have arrived at Guadalajara and purchased tickets for El Paso.

The story puts an entirely new version on the affair, for it says that most of the men are well supplied with money and are not laborers. Among their number are professional men, skilled artisans and students.

According to the correspondent, it is the belief of the railroad contractors that these men came to Mexico with the sole idea of getting transportation to the United States. On January 31 a steamer from Japan, carrying 1,100 bona fide laborers, is expected to arrive, and the railroad men hope will relieve the situation in the labor market.

BLAZE AT LOS ANGELES

Damage Estimated at Three Hundred Thousand Dollars.

Los Angeles, Cal., Dec. 30.—Shortly after midnight the fire department gained control of a fire that raged for upwards of two hours in the five-story building, occupied by the John-Gold-water Company as a garment factory. The damage accomplished during the time is estimated at over \$300,000, the entire interior of the building being gutted and the contents destroyed or ruined by water.

The fire originated on the third floor and spread above and below. Three alarms were sounded, summoning the entire department.

THREE PERSONS MURDERED

Italian and His Son Are Charged With the Crime.

Danville, Va., Dec. 30.—Joe Batrillo, an Italian laborer; Maggie Sullivan, an American woman, and Lawrence Sullivan, her 12-year-old son, were shot to death yesterday at a camp of railway employees about thirty miles from here.

Fred Amott, an Italian, and his son, Alie, have been charged with the killing.

SEVEN SHOTS LOGGED

In Cumberland.

(From Saturd. Cumberland.) Last night seven shots were fired from morning with the net that place, had fired from the woods. Mr. say the stumpage has notified the loggers to be present. It is presumed that the rest shot at them. Count at once for the seven have been thought to be hard to surprise what cited.

STORM CAUSED MANY DEATHS IN OLD COUNTRY AND ON THE

Nineteen Persons Killed Thirty Injured in Rail Incident in Scotland

London, Dec. 28.—The snowfall has created a worst known in the history of Britain, and the conditions general throughout Europe.

From all parts of Great Britain, stories of trains being derailed and of men being killed and injured are being received. The worst case being that of a train bound from Dunburgh, which ran into a snowdrift last night, and in which 19 persons were killed and 30 injured.

A train sent to its assistance to reach them, was morning a small quantity were conveyed to the but gers and crews.

The equipment of the ways is quite inadequate the conditions heretofore known in this country.

For more than five weeks has escaped from death to day collapse of the snow laid convent, but most of the injured last night were slight injuries. There were life.

Railway Wreck Dundee, Scotland. De- cision caused indirectly snowstorm of the last ten persons were killed and injured. The train was derailed on the North B. between Edinburgh and some distance north of Dundee. The train was derailed on the North B. between Edinburgh and some distance north of Dundee.

The accident is attributed to heavy snow on the rails from London for held up at Arbroath. cleared, however, and duced for Dundee. It is Elliot Junction, but the failed to act through snow or from some. An express train derailed of the waiting train.

Three More De- cided in collision near Arbroath have been cleared away permit traffic being resumed. The fireman of the derailed train was killed this morning in the Arbroath, where all the train derailed. The party due to his lying in bed down under his cab. Two of the injured had succeeded in getting before being su the total number of dead over thirty persons. The novel of the House of Banffshire, Scotland, progress towards recovery. The persons included the Scottish Fair.

Widespread since Central Europe so severely from snow, as it has this Christmas from France, Belgium and Germany. The same late is repeated all communication, loss of life in the country districts. According to reports from northern points in the situation is growing heavy snowstorms which days ago were accompanied by even thunder places.

Heavy gales have caused along the coast. In London itself the to fall and is considered a much local authorities. In the mountains of Belgium districts of Schelof and other large mountain with all present forest is at a standstill. In Switzerland the ready under six feet mountain villages are isolated. Austria and Hungary and traffic on railways in Galicia has been Germany reports that snow fall in many are considered very critical. Conditions in London, Dec. 29.—A here and the weather provinces are another snow storm is being out and the railroads that the usual traffic the course of the day. Scottish lines after 10 ed for two days were.

Seven SHOTS LOGGED in Cumberland (From Saturd. Cumberland.) Last night seven shots were fired from morning with the net that place, had fired from the woods. Mr. say the stumpage has notified the loggers to be present. It is presumed that the rest shot at them. Count at once for the seven have been thought to be hard to surprise what cited.

PREPARING FOR THE ELECTIONS

CONVENTIONS CALLED IN VARIOUS RIDINGS

The Politicians Are Busily Engaged at Present in Making Choice of Candidates.

(From Monday's Daily.) The Conservatives of the city have called a nominating convention for Monday evening next when selection will be made of the candidates for the city. It is practically settled that Premier McBride will be one of the candidates. As to the other three there is a great deal of speculation.

Some of those who are considered to be the strongest candidates are reported to be uneasy to accept the nomination. Among these are C. A. Holland and H. B. Thompson, Aid Davey, H. Ekman, Chas. Hayward, H. Dallas Helmsken and Geo. Jay, are almost sure to be in nomination at the convention.

Vancouver Liberals in response to the action of the executive will meet in convention on Wednesday evening, January 2nd, for the purpose of choosing the five candidates to contest the city.

The Nelson Liberals will meet in convention on Wednesday next to make the final selection of the party representative at the coming election.

Chas. Nelson, K. C., who is courting the Conservative nomination for Carlisle, has left Vancouver for that district to advance his own interests.

Yale Conservatives have made choice of C. A. Remlin as the standard bearer for the party in that constituency. The convention was held on Saturday at Ashcroft. On the conclusion of the nomination speeches were made by Mr. Remlin, Hon. R. G. Taitow, C. E. Law and R. A. Fraser.

It is fully expected that the choice of the Liberal Conservatives will be Archie McDonald. The latter has no particular liking for political life, and only enters the fight in the party interest. As yet, Smith, who is at present in Victoria and who formerly sat in the legislature, says he was offered the nomination before he left for the coast. He refused it owing to the fact that he had to be absent and could not cover the constituency in the time.

He expects the choice will be Archie McDonald, the sitting member in the last parliament. Mr. Smith anticipates also that Mark Eagleson will be the Liberal candidate for Lilouet. Mr. Eagleson is very popular throughout the riding he admits, and should run.

The Times correspondent at Nanaimo says: "Politically Nanaimo will begin an investigation at Baltimore to-day to determine the cause of the disaster.

The scene after the wreck was sickening; bodies had been hurled on Every Side and it was after midnight before all the dead had been collected and placed on the special train to be brought here.

Within a few minutes after the collision nearly all the residents of Terra Cotta, a sparsely settled village, had gathered and began the work of removing the dead and assisting the injured.

Wedged Beneath the Wreckage and numbers of them died before they could be taken out. Forty policemen were sent from here and nearly fifty physicians from Washington and the suburbs responded to a general call, but fully three-quarters of an hour elapsed before the doctors were on hand to relieve the injured.

For more than three hours after the fatal crash occurred the police and citizens were taking bodies from under the great pile of the wreck which was the last rites to many of the dying.

Women and children joined in the work and everything possible was done to relieve the sufferings of the injured.

Living in a critical condition on one of the Providence hospital cots, Frederick Leigh, a brakeman on the ill-fated passenger train.