

THIRTY MYSTIC SHRINERS DEAD IN TERRIBLE WRECK

Special Running at Terrific Speed Struck Defective Switch

Engine Turned Somersault and Dining Car, in Which 32 People Were Eating Lunch, Fell on Top of It and Most of Them Were Killed or Roasted to Death--Many Are Terribly Injured and Cannot Live.

Santa Barbara, Cal., May 12.—Thirty one dead and a score injured, tonight comprise the casualties of the wreck at Honda yesterday of the Imperial Pacific train of New York and Pennsylvania of the Mystic Shriners who were returning home from the annual meeting of the imperial council of the Ancient Arabic Order of the Nobles of the Mystic Shrine at Los Angeles.

The train carrying 145 Shriners and friends from Imperial Temple, Buffalo, Rajah Temple, Reading (Pa.), and neighboring cities, was rushing northward fifty miles an hour on the Southern Pacific Coast Line when the locomotive struck a defective switch at the siding at Honda. The locomotive turned a somersault into the sand. The forward coaches were crushed to debris and took fire. The flames were soon extinguished by firemen from two rear coaches. The bodies of twenty-five victims now lie at Santa Barbara and four more at San Luis Obispo. The injured, many of whom are terribly hurt and some of whom may die, are in two sanitariums at San Luis Obispo.

The wreck occurred at 2.35 o'clock, an hour and forty minutes after the train had left Santa Barbara. The statement that the train was making high speed when it struck the defective track is borne out by the fact that it covered the sixty-one miles of crooked track from Santa Barbara to Honda in one hundred minutes. The locomotive in leaving the rails tore up the track, twisting the rails into fish-hooks. The baggage car half buried itself in the sand on the right side of the locomotive. It was smashed almost to kindling-wood.

Roasted Alive.
The dining car, in which were thirty-two persons eating luncheon, fell directly on the demolished locomotive. Nearly every person in the dining car was killed. Scores were scalded by steam escaping from disconnected pipes. The rear coaches jammed against the first wreckage, plunging in those who might otherwise have escaped. Several imprisoned in the debris were roasted alive.

Engineer Frank Champlain was pitched with the cab 25 feet beyond the engine. He got up and ran a mile, seeking help, before he discovered his arm was broken and that he was severely scalded. Only two of the nine men of the dining car crew are numbered among the dead. The remainder, though cooked up in the narrow kitchen and pantry, sustained only cuts and bruises.

Rajah Temple, of Reading (Pa.), occupied the last car on the train, and the dining car was thus filled almost entirely with Reading people when the wreck occurred.

An instant after the smash those who were not incapacitated jumped from the train to render aid, but they were unable to do much beside extinguish the fire, and they had to wait hours before relief arrived.

Terrible Scenes.
Mrs. John W. Cutler, of Binghamton (N.Y.), was in the baggage car at the time of the crash to rearrange her trunk. Her body was driven through the floor, and the wrecked car had to be jacked up before the body could be released.

Mrs. Fred Greenwood, of Birmingham, was with Mrs. Cutler and also went down under the tons of baggage and broken timbers, but she was covered by an arch of trunks. When rescuers burrowed through to where the two women lay, Mrs. Greenwood reached out and grasped the foot of one of the men, and shouted, "I'll not let go until you get me out."

Then scalding steam enveloped her and she was terribly burned. She was rescued alive, however, and was among those taken to San Luis Obispo.

When Miss Cora Young, of Cleveland, was taken from the shattered dining car she was alive, but frightfully injured. George F. Hageman, of Reading (Pa.), refused the aid of his brother Nobles, after they had dragged him fatally hurt from the wreckage.

"I am dying," he said. "Go help the women."

Henry J. Fisher, of Cleveland, went with his wife and her daughter, Miss Cora Young, to the baggage car just before the wreck. The women were killed, but he escaped almost unharmed.

A. D. Watson, of Buffalo, was eating at a corner table, within six inches of the hot water tank. When the rescuers turned to him he yelled encouragingly. When dragged from the scalding tank around a corner, "Thank God," he died. His wife and baby were with him, and they escaped injury.

The Dead.
San Francisco, May 11.—The following official despatch has been received at Southern Pacific headquarters: Extra 2412, Engineer Champlain, with Shriners, derailed at Honda, sixty-five miles north of Santa Barbara, caused by an obstruction on the track wrecking the engine, baggage car, dining car, broken in two; three sleepers derailed, not badly damaged.

The dead so far reported are:
S. A. Watson, Buffalo.
Mrs. Fisher, Cleveland.
Miss Young, Cleveland.
Charles Loving, Buffalo.
Austin, tourist agent.
F. W. Hippel, Reading (Pa.).
W. Stoffe, Reading.
Henry Hendle, Reading.
George Hageman, Reading.
H. Slota, Reading.
Harry Miller, Reading.
T. Roth, Reading.
—Henry, Lebanon, Ohio.
J. W. Cutler and wife, residence not given.

Twenty-two severely injured; eight or ten slightly. Some of the seriously injured probably will die.

The news of the railroad accident in which a number of the Mystic Shriners were killed circulated about the city Sunday and a good deal of apprehension was aroused because of the fact that W. E. Raymond, George Blake and Charles Everett, of this city, were known to have been in Los Angeles at the Shriners' convention and intended to leave there Saturday morning.

WARREN OSBORNE, I. C. R. BRAKEMAN, KILLED AT MONCTON

Moncton, May 11.—(Special)—Warren Osborne, I. C. R. brakeman, engaged in shunting in the west end of Moncton yard, had his life ended by a shunt car, Osborne with Foreman Jos. McLennan, Brakeman John McArdle and Harry Wallace, were engaged on shunt No. 2. Driver Jas. McLaren, in the west end of the yard.

About half past three this morning some cars were being shunted and the shunt car was detached to catch the car and apply the brakes as usual. It is said there was some misunderstanding about the cutting off of cars, and instead of cutting off one, two cars were cut off. Osborne stood ready to catch the car, but as he made the effort to board it he lost his hold and fell in front of the second car, the trucks of which crushed the lower part of his abdomen, one leg and one arm.

He was found beneath the car wheels a moment later by Brakeman McArdle. Medical aid was summoned as quickly as possible and Doctors Bedford and White were soon at the side of the injured man who was at once removed to the hospital. Everything possible was done to relieve his sufferings, but his injuries were of such a character there was little hope of saving his life; he lingered until about a quarter to seven this morning.

The deceased had been breaking on the I. C. R. about two years. He belonged to Saleen, Albert Co. and is survived by a wife and three children, who reside at McAllen Place, Bonaccord. He was 32 years of age and was generally respected by his fellow brakemen. At the time of the accident the shunter was engaged in making up the Truro freight.

Coroner Purdy was notified this morning and after taking the statements of the trainmen engaged with the deceased at the time of the accident, he decided that an inquest was not necessary.

North Shore Oddfellows March to Church.
Chatham, N. B., May 12.—(Special)—The Oddfellows of Newcastle, Chatham and Douglastown assembled in the hall at Douglastown this forenoon and accompanied by the Douglastown band marched to St. Mark's church, where an earnest and appropriate sermon was preached by the pastor, Rev. F. C. Simpson.

There was a flurry of snow last night.

A TRUE MISFORTUNE.
"Your wife has run away with your chauffeur! My poor friend, how unhappy you must be!"
"Oh, yes. He was such an excellent chauffeur!"—Le Rire.

A Prince Born to Alfonso and Queen Victoria



THE CELEBRATION OUTSIDE THE SPANISH ROYAL PALACE, MADRID

Madrid, Spain, May 10.—Queen Victoria gave birth to a son today who becomes heir to the throne of Spain.

The birth of the royal babe has been awaited with eager interest throughout Spain. This was intensified early this morning when the first word came from the palace that the announcement of the queen was imminent. The news spread like wild-fire and crowds flocked to the great plaza fronting the royal palace.

The happy event had taken the capital somewhat by surprise, for only yesterday evening the queen had taken her customary drive and the court physicians had intimated that another two weeks would pass before confinement.

Through the early morning ministers and high functionaries arrived at the court of the palace. Meantime word reached the waiting throngs that the queen was progressing well. The doctors pronounced her condition normal and satisfactory. King Alfonso remained at the queen's bedside.

At 8 o'clock this morning the king cancelled the meeting of the council of ministers, which was to have considered current state affairs. By ten o'clock the high functionaries of the state and capital, with many ambassadors and ministers in their court costumes had reached the palace. At noon this assemblage of the nobility and power of Spain was grouped in the royal apartments set aside for official ceremonies, awaiting with feelings of profound emotion the announcement of the birth of the heir.

The birth of the babe occurred at 12.45 p. m. The announcement was immediately conveyed to the waiting officials and crowds outside the palace, who received the glad tidings with mingled feelings of enthusiasm and emotion.

That the queen had been blessed with a son, a male heir to the throne, was no less welcome than the happy event itself.

At no moment in the history of the world is the coronation observed at the birth of a royal child so significant for the Bourbon Dynasty, when an heir to the throne was so anxiously awaited, nothing was omitted from the courtly etiquette.

From the moment Queen Victoria was officially announced to be approaching the period of maternity, the most careful surveillance was exercised over her in order that the hopes of the country should not run any risk of being blighted.

Several months before her confinement, the according to Spanish Royal custom, took up her residence at the palace in Madrid to await the anxious moment. Thence accompanied by the King, she has undertaken from time to time pilgrimages to various holy shrines to pray for safe delivery just as the humblest Spanish woman would do.

For quite a month preceding the auspicious event members of the proud Spanish nobility have been in daily and nightly attendance at the palace as a precaution against the unwelcome surprise of a premature birth, while the members of the Royal family have taken up their residence either in the palace itself or near at hand in the capital.

When at length Dr. Glendinning, the young English doctor, who attended the queen, announced that the birth was a matter of only a few hours, urgent messages were dispatched to the prime minister, Senator Mauru, and his colleagues of the cabinet, the military governor of Madrid, the members of the diplomatic

corps, the grandees, the knights of the principal orders of chivalry, leading military and civil authorities and all the ladies and gentlemen attached to the court.

Soon all the officials were gathered in full uniforms and wearing the glittering insignia of their decorations in the grand reception room, gorgeously draped with tapestries, adjoining the royal apartments. There in suppressed excitement and hushed expectation they waited, then all eyes were attracted by a movement of the heavy curtains at the end of the apartment and the opening of the door leading from the royal rooms.

The son born yesterday to King Alfonso and Queen Victoria will, according to a decree of the Spanish government, bear the title of Prince of Asturias in preference to the title of Prince of Wales, given to the eldest sons of English kings.

The principality of the Asturias was formerly the mountain refuge of the aboriginal inhabitants of Spain, who remained there unconquered alike by Roman and Moor. In many respects the Asturias is regarded as the cradle of the Spanish monarchy, hence the pride taken in the title of Prince of the Asturias.

Queen Victoria, the mother of the royal infant, was married to King Alfonso at Madrid on May 31, 1906, amid scenes of greatest splendor, followed by the horror of a bomb explosion, which killed scores of people and narrowly missed the royal coach in which their majesties were returning from church.

The above photograph showed the crowds in front of the royal palace at Madrid as they actually appeared some days ago while awaiting the announcement that a child has been born to the Queen within.

THE U. N. B. AND TECHNICAL EDUCATION

A Reply to Prof. Andrews' Recent Letter—The Strong Position Occupied by the University of New Brunswick—Some Pertinent Questions.

To the Editor of The Telegraph:
Sir,—It is a comfort to know that there is such unanimity of opinion as seems to prevail relative to the duty of the state to make adequate provision for technical education. It should be easy to convince New Brunswick people as a whole, that a New Brunswick institution will appeal much more strongly to the young men of New Brunswick and do more toward the solution of the particular problems of our province than one located in Nova Scotia and controlled by the people of Nova Scotia.

No one doubts that the province of Nova Scotia would generously agree to receive contributions for the maintenance of a technical school in that province. Not to be outdone the province of New Brunswick might become quite as generous and welcome most heartily aid from Nova Scotia for the maintenance of her own provincial institution. In fact, the province of New Brunswick has a decided advantage over Nova Scotia in having an institution already established and doing good work with large classes in real engineering studies. And this work in engineering is so thorough that our graduates secure good positions in which they have working under them the graduates of the larger and more pretentious but not more efficient institutions whose merits are sometimes praised merely as a brag.

Soon all the officials were gathered in full uniforms and wearing the glittering insignia of their decorations in the grand reception room, gorgeously draped with tapestries, adjoining the royal apartments. There in suppressed excitement and hushed expectation they waited, then all eyes were attracted by a movement of the heavy curtains at the end of the apartment and the opening of the door leading from the royal rooms.

Now at the first glance the \$500,000 granted by the Nova Scotia government for the establishment of a technical college may be thought to be a very large sum. But viewed from our standpoint, that of an established and successful school, it is really a low estimate for the value of the provincial institution. Here this money is not required for the foundation of the New Brunswick institution. That is already an asset of the province. Our buildings, the capital represented by our annual income from all sources, and our large holdings of lands covering more than six square miles of forest and farm lands in the immediate vicinity of Fredericton are worth considerably over half a million dollars. Moreover the possession of this large tract of land gives us an advantage over every other college in the maritime provinces, an advantage which has not hitherto been rated at its full worth, and facilitates the establishment of the proposed and now as good as realized courses in forestry and agriculture.

The University of New Brunswick has the advantage—for advantage it is—of an Arts course already established. And yet the services of all the members of the faculty are called for by the regular work of the courses in engineering, with the non-exception of the professors of Latin and Greek. It is an advantage to have an Arts course already established because experience has shown that a purely technical school must soon open courses for students in arts as well as in science. This has been the case with many of the state colleges in the United States. When the addition of a man or two can provide an Arts course affiliated with the Science courses, the inevitable tendency is to open the doors to such students and expand the work to this extent. Should this occur in the case of the Nova Scotia institution it would mean that in a very few years we would have an addition to the number of small colleges already in existence in the maritime provinces. Would it not be better to rally to the support of the existing provincial university which, judged by results, does not seem to need after all to gaze with such envious eyes upon the bigness of the large and perhaps over-equipped institutions? With united action on the part of the people of the province and generous treatment through grants from the public funds, we in New Brunswick have no reason to fear for the future of technical education in this province. May we inquire why Mr. Allison University would not be as willing to support a provincial or state institution situated in New Brunswick as one situated in Nova Scotia? Why not have provision made whereby the young men of New Brunswick could at least complete their technical studies in New Brunswick at the provincial institution?

W. F. RAYMOND,
Professor of Latin and Greek in the University of New Brunswick.
May 11, 1907.

G. T. R. CONDUCTOR ST. JOHN CAPTAIN SENT TO PRISON LOST WITH CREW

Joseph Thompson Slept While on Duty and Caused a Wreck

Moncton, N. B., May 10.—W. H. Edgett, of this city, who some months ago feared the loss of his three-masted 400 ton vessel, Island City, has abandoned all hope of tidings of her or her crew, and has posted her at Lloyd's loss.

The Island City left Chatham (N.B.) Nov. 28 last, with a cargo of laths for New York. She was last reported passing through the Straits of Canso. Since then nothing has been heard of her or the crew of eight men, of which Howard Priddle, of St. John, was captain. The cargo was owned by Mr. Edgett, and insured, but the vessel was not. The owner estimates his loss at \$50,000.

George A. Fawcett, after three years' residence in Antrook county (Me.), where he has been engaged in the potato business, was in the city today on his return to Sackville, his native place. Mr. Fawcett says he sold his farm in Maine, where he has besides doing well in the potato business.

MT. ALLISON CLOSING EXERCISES PROGRAMME
Friday, May 24, 8 p. m., Lingley Hall—Shakespearean recital by Mrs. L. C. B. Bridges Southwick, Emerson College of Oratory, Boston (Mass.).
Saturday, May 25, 9 a. m.—Exhibition of academy gymnastic class.
Sunday, May 26, 10 a. m., Beethoven Hall—Demonstration by household science students with papers upon the uses and ideals of the department. Inspection of household science room by Mrs. V. V. Allen, Halifax (N.S.).
Saturday, May 26, 7 p. m., college lawns—Physical culture drill, students Ladies' College.
Monday, May 27, 10.30 a. m., Beethoven Hall—Concert, conservatory students.
Monday, May 27, 2.30 p. m., Lingley Hall—University exercises, academy.
Monday, May 27, 4.30 p. m., university library—Meeting of senate.
Monday, May 27, 7.30 p. m., Lingley Hall—Antiquarian exercises, Ladies' College.
Tuesday, May 28, 9 a. m., Memorial Hall—Annual meeting theological union with lecture before the union by Rev. Douglas Henderson, B. A., Annapolis Royal (N.S.), subject, The Church and the Child.
Tuesday, May 28, 9.15 a. m., Engineering shops in the hall of science open to visitors.
Tuesday, May 28, 10.30 a. m., Lingley Hall—Orchestral concert.
Tuesday, May 28, 2.30 p. m., Memorial Hall—Business meeting of Alumni Society.
Tuesday, May 28, 3 p. m., Ladies' College—Business meeting of Alumnae Society.
Tuesday, May 28, 5.30 p. m., dining room—Ladies' College—Annual supper.
Tuesday, May 28, 7.30 p. m., Lingley Hall—Alumnae exercises.
Wednesday, May 29, 10 a. m., university library—Annual meeting of the board of regents.
The Museum of Fine Arts will be open free of charge to visitors as follows: Saturday, May 25, 9.30 to 10.30 a. m., 2 to 5 p. m.; Monday, May 27, 9 to 10.30 a. m., 2.30 to 5 p. m.; Tuesday, May 28, 12.30 p. m., 4.30 to 5.30 p. m. The work of the art students for the year will be found in the studio on the presentation of Prof. Hammond, R. C. A., containing some of his recent works, will be open to visitors.
Return tickets for one fare may be obtained by visitors at all stations of the I. C. R. D. A. R. and P. E. I. railways. Visitors will please be sure and ask for a standard certificate when they purchase their tickets. A free return ticket will be given them by the I. C. R. agent at Sackville on the presentation of this certificate duly filled in.

OTTAWA MAN STRICKEN DEAD AT CHRISTIAN SCIENCE LECTURE
Ottawa, May 12.—Judge Ewing, of Chicago, delivered a lecture this afternoon in the Russell Theatre on Christian Science. E. P. Johnson, an insurance agent, who resides on Cooper street, was in the audience and died from heart disease. John's daughter was alongside of him when her father threw back his head. He was removed to a side room, and expired before medical aid arrived. Only a few of the theatre knew what had happened, and the lecture went on as if nothing had occurred.

G. T. P. CREATES BOOM AT EDMUNDSTON
People Renting Their Houses and Camping Out—Real Estate Advances in Price.

Grand Falls, May 11.—Edmundston is now experiencing a decided boom on account of being the headquarters for the construction of the Quebec-Grand Falls section of the Grand Trunk Pacific railway. Real estate has increased in price, and houses command almost any rent.

Well-to-do families are moving out and renting their furnished residences to officials. Recently two furnished cottages rented for \$45 and \$35 per month respectively. Many residents will camp out until fall, and rent their houses at sums varying from \$50 to \$80 per month.

Smallpox Case at Dartmouth.
Halifax, N. S., May 12.—(Special)—A case of smallpox was discovered in Dartmouth today, when Mrs. George deYoung was found to be suffering from the disease. Her house, with the whole family, is now quarantined. The woman's husband is one of the crew of the government steamer Lily, which runs to the quarantine station at Lawlor's Island, may account for the occurrence of case. It is said to be of a mild type.

Confirmation at Harcourt.
Harcourt, May 10.—Bishop Richardson held confirmation service in St. Matthew's church here last evening when four candidates were presented by Rev. Mr. Martin, recteur of Harcourt.

MORE THAN FOUR INCHES OF SNOW FELL SATURDAY

Ice on the Streets Sunday Morning—Almost a Record.

There is a widespread and still growing suspicion that the present month must be the May that was married to December. The "merry month of May" is not as a general thing remarkable for snowstorms, but the weather man broke all records with the one he gave out Saturday, when four inches and six-tenths of the beautiful fell.

Citizens who were so unfortunate as to have their stoves down shivered Saturday night. The mercury tumbled from fifty to thirty-two, a drop of eighteen degrees, and on Sunday morning there was ice and the ground was frozen quite hard.

D. L. Hutchinson, director of the meteorological bureau, says that it was the coldest storm for the month of May since 1870, when there was a storm on the 24th. Six times within the last sixteen years have there been snowstorms in the month that is popularly supposed to be the appropriate time for nesting birds and early blossoms. On May 7, 1897, snow began falling about 11.30 p. m. and continued until 6.50 a. m. on the 8th. The ground was quite white in the morning. On May 3, 1899, there were snow flurries all day, but none in this city. On the morning of May 5, 1900, there were snow flurries in the evening. The same date in 1901 saw an inch of snow at up river points, but none in this city. On the morning of May 10, 1902, there were snow flurries, and last year as late as May 28 an inch of snow fell at McAdam, but none in this city. The greatest range of temperature in this period was in 1903, when on April 9 the thermometer rose to seventy-two and fell on May 2 to twenty-eight.

BATHURST GIRL TO MARRY CLERGYMAN
Halifax, N. S., May 12.—(Special)—The marriage is announced to take place shortly of the Rev. Joseph A. Greenleaf, pastor of St. Mark's Presbyterian church, Sydney, to Mabel, youngest daughter of the late A. W. T. Desbrisay, of Bathurst.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the
(Signature of Dr. J. C. Watson)