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PACKED TRAINS IN A MIDNIGHT CRASH; ORDERS OVERLOOKED; SCORES PERISH

Fast Expresses on the Denver and Rio Grande Road Collide on Curve Near Pueblo, Colorado—Over Forty Killed and Many Injured—Big Storm Adds to Horror.

Pueblo, Col., March 15.—In a blinding snowstorm which prevailed last night in the Arkansas Valley, trains No. 16 eastbound, and No. 3 westbound, on the Denver and Rio Grande Railroad, collided head-on near Portland, Col., about 20 miles west of Pueblo, this morning. The latest report received from Florence, which is only a short distance from the scene of the disaster, says that about 40 persons were killed. Many were injured.

Of the number injured, little can be learned at this time, but seventeen of the injured have just reached this city on one of the relief trains sent out earlier. They were taken at once to St. Mary's Hospital. A report given out by persons coming from the scene was that many bodies were buried in a fire which followed the wreck.

Met on a Curve.
The two trains met at a curve. One of them was a double-header and the impact caused the two engines and smokestack and day coach of one of them to turn over. The cars were crowded with passengers. Both cars took fire. The weather is bitterly cold and a heavy snowstorm is in progress, interfering with rescue work.

Train No. 16 is the Utah and California express, which left Denver at 8 o'clock last evening. No. 16 eastbound, is the Colorado and New Mexico express from Santa Fe, New Mexico, and from Durango, Grand Junction, Leadville, Salida and other Colorado points.

Seventeen Bodies Burned.
Train No. 3, the Pacific coast express, left Pueblo at 11:55 p.m. last night and train No. 16 was due to arrive here at 2 o'clock this morning. The direct cause of the collision has not yet been learned.

Many wild rumors were in circulation early this morning as to the number of killed, some reports placing it as high as 150, even eclipsing the terrible wreck at Eden, when more than a hundred persons were lost. Hundreds of persons on learning of the accident, hurriedly made ready to go to the wreck and render what assistance they might and a great crowd had assembled at the Union depot at daylight in order to hear any news that might reach the city by train or be given out by the railroad officials. At about 7:30 o'clock the first official confirmation of the reports was received when seventeen bruised and mangled bodies were carried through the gates from a relief train that had just returned from the scene of the wreck.

To the Associated Press correspondent, the conductor of the relief train said he could not give any definite idea as to the number of persons dead or injured. He admitted, however, that both trains were well filled with passengers.

All But Sleepers Destroyed.

J. A. Watts, chief clerk in the office of the general superintendent, at the Denver and Rio Grande said this morning that so far as the local office has been officially informed, the engineer, fireman and express messenger of each train are missing. As No. 3 carried a mail car it is possible the clerk is dead. All the baggage cars and the coaches were burned, except the sleepers.

The scene of the accident was between Adobe and Portland, about 20 miles west of Pueblo, where the railroad runs along the Arkansas River, through a comparatively level stretch of country. The conductor of No. 3 was Frank Smith, and the engineer, Walter Coslett, of Pueblo. The conductor of No. 16 was M. Garrett, the engineer W. H. Hollis, Pueblo. The Globe express messenger, McArthur, is missing, and undoubtedly is under the wreckage. Engineer Coslett, of No. 3, was killed. J. M. Smith, fireman of No. 3, escaped by jumping. The majority of the dead were on train No. 3.

Orders Overlooked.

General Superintendent Welby, of the Denver and Rio Grande, left on the 5 o'clock train this morning for the scene of the wreck. He said: "Both train crews overlooked their orders. The coaches and baggage cars of both trains burned up. The smoking-car passengers are the victims. Most of those killed were in that car."

A Family Wiped Out.

Some of the victims were plucked under the wreckage and burned alive before help could reach them. Most of the injured men were on No. 3, which was heavily loaded. No. 16 carried comparatively few passengers, and these escaped generally with a slight shaking up. One man, whose name could not be learned, was the only one of a family of ten to escape. He lost his father, mother, wife and three children, a brother, and two other relatives.

Dead at the Throttle.

Three of the crew on No. 3 were killed and two on No. 16. One of the engineers on No. 3, which was a double-header, was found dead in his cab, with his hand on the throttle.

Many bodies will never be identified. They were buried to a crisp. (Continued on Page Three.)

A Tail-End Collision

Battle, March 15.—A bad tail-end collision between two freight trains of settlers' effects occurred last evening at South River, and Ernest Thurston, of Stayner, who was looking after a car of effects, was killed. An extra freight, in charge of Conductor J. L. McDougall and Engineers Wisdom and Campbell, ran into another double-header in charge of Conductor Hunt and Engineers Patton and Northgraves, which was standing at the station.

Conductor Hunt saw the second train some distance away, and seeing a collision inevitable with the speed at which it was traveling, hastened to the van and warned several settlers riding there. Then he ran along the side of the train, calling to other men in the cars. One of the settlers was driven clean through the top of a box car and escaped with a few scratches. Had it not been for the prompt action of Conductor Hunt nine men would almost certainly have been killed.

PREMIER OFFERED SEAT IN LORDS

Sir Wilfrid Laurier Could Have Had a Peerage, Says La Presse.

Montreal, March 15.—Commenting on the offers of titles that have been made to Canadian public men, La Presse says that it knows absolutely that in 1902 a seat in the British House of Lords was tendered Sir Wilfrid Laurier. It adds that the correspondence on the subject between Lord Minto and Sir Wilfrid is still in existence, and expresses the hope that some day it will be made available for publication.

While admitting an indiscretion in making the fact known now, it defends itself on the ground that there is no indication that Lord Minto wished to keep the matter secret, and therefore no harm was done to anyone.

IN MEMORY OF RIP

\$50,000 Statue To Be Erected as Tribute to Joe Jefferson.

New York, March 15.—A committee of prominent men has been formed to take charge of the plans for the erection of a monument in Central Park in memory of Joseph Jefferson. It is hoped to secure by popular subscription \$50,000. The statue will represent Mr. Jefferson in the familiar character of Rip Van Winkle, and will be a life-size bronze figure mounted on a granite pedestal. The Lincoln Trust Company will act as the treasurer of the committee.

HORRIBLY TORTURED

Russian Girl Revolutionist Tells How She Was Treated by Police.

St. Petersburg, March 15.—The daughter of Gen. Izmailovich, who was condemned to death on March 2, her sentence being later commuted to imprisonment for life, has created a sensation similar to that caused by Mile. Spichonova, the 17-year-old girl, who shot St. Luzhnevsky, chief of the secret police of Tarnoboff, who smuggled a letter out of her prison, describing the manner in which she had been treated. Mile. Izmailovich has also succeeded in sending out a letter from her prison. It was published today, and described her horrible treatment after the attempt to kill the governor of Minsk, as a result of which her accomplice, Ivan Kulikov, was executed at Minsk, March 14. Miss Izmailovich says the police kicked her into insensibility, and subsequently at the police station, tore off her clothes, subjected her to indignities, beat and cursed her, spit in her face, and struck her with such force on the side of her head that an ear-drum was broken.

A paper today printed statistics showing that 257 executions occurred in Russia during the month of January.

Hig Lake Shore Docks.

Cleveland, Ohio, March 15.—The Lake Shore and Michigan Southern Railway Company will begin extensive extension of its docks at Ashtabula harbor as soon as the secretary of war gives the company permission. The proposed extension will cost at least \$500,000. It will be eight hundred feet long.

Orchard Refuses to Plead

Boise, Idaho, March 15.—Harry Orchard, who is alleged to have confessed that he killed former Governor Steunenberg, yesterday refused to plead, and a plea of not guilty was entered by the court. No time was set for trial.

Ellen Terry Jubilee

London, March 15.—An executive committee, which will have charge of the arrangements for the Ellen Terry jubilee, has been formed. It includes Charles Frohm and the leading London managers.

WOULD EXAMINE THE INSPECTOR

Ontario Counsel at Insurance Inquiry to Test Mr. Fitzgerald.

[Special to The Advertiser.]

Ottawa, March 15.—When the insurance commission assembled this morning, Mr. Blackadar, the actuary of the insurance department, was placed on the witness stand and was about to be sworn, when Mr. Hellmuth, the Ontario legal representative, protested against substituting another witness for Mr. Fitzgerald until he had had time to examine the superintendent of insurance. He wanted to know what the head of the department knew about the business in which he was engaged.

Mr. Tilley, who was conducting the inquiry, said that Mr. Fitzgerald was allowed to go and produce some documents to which he referred and which were easily accessible in the department. It was to get more light on the inquiry and on the points already presented that he had for the moment stopped the examination of Mr. Fitzgerald. He did not desire to lose any time unnecessarily.

Judge McTavish: "Do you want, Mr. Hellmuth, to stop the inquiry until such time as Mr. Fitzgerald gets the papers the commission desires?"

Mr. Hellmuth: "No, not that. We wanted to have Mr. Fitzgerald examined on the evidence he has already given."

Mr. Blackadar, being sworn, defined his duties as an actuary of the department. He was a fellow of the British actuary, and also of the American. Mr. Blackadar said that the inspection of the Sun Life last year was not completed until November, too late for appearance in the annual blue book. He was therefore consulting with Mr. Fitzgerald before completing it. The point arose out of the examination of the ledger dealing with the profits of securities sold. He said that the department was short-handed. There was no special discussion in the department as to why companies were not examined in time to get in the blue book. He had a memorandum in regard to the Sun Life matter and would present it.

ANTWERP BEREAVED

Victims of the British King Were Residents of That City.

Antwerp, March 15.—The loss of the steamer British King, which foundered at sea while on a voyage from New York to this port, has had a distressing effect upon the people of this city. Thirty-two of the crew were natives of the city, and the remainder were British subjects, who resided here. Mothers, wives and children lined at the offices of the Phoenix Line all day, waiting for definite news. There were many painful scenes.

Trouble in Manchuria

London, March 15.—Telegrams from Vladivostok, says the St. Petersburg correspondent of the Times, intimate that serious trouble is occurring in Manchuria. Traffic on the Ussuri line is suspended. The Japanese have been forbidden to enter north. The Chinese are reported to be hostile.

Trouble in Moscow

Moscow, March 15.—General Ribbott, the prefect of police, today issued a proclamation warning the population in view of the alarming rumors of troubles of the dispositions made to suppress energetically any attempt to disturb the peace. Forty revolutionists and a number of bombs have been seized by police in a leading hotel here.



MR. C. W. FISHER.

MR. FISHER IS SPEAKER

Middlesex Boy Chosen by Legislature of Alberta.

Mr. Charles W. Fisher, member for Banff in the new Alberta Legislature, has been honored by election as speaker of that body.

Mr. Fisher is a brother of Mr. R. G. Fisher, of the firm of Meredith & Fisher, barristers, of this city, and is well known in Middlesex, and particularly in the vicinity of Hyde Park, where he spent several years.

WRIT FOR \$15,000

Suit Entered Against Grand Trunk by Conductor's Widow.

Having failed to secure a settlement, Gibbons, Harper & Gibbons, acting on behalf of the widow and children of the late John Moore, the street railway conductor who was recently killed at the Richmond street crossing of the Grand Trunk Railway, has issued a writ for \$15,000 damages against the Grand Trunk.

The case will be tried at the April assizes.

LABOR MEMBERS REVOLT

Vote Against Bannerman in Division Over Army Reduction.

London, March 15.—In the House of Commons, sitting as committee of supply on general estimates, today, Major Seely (Liberal) moved a resolution of the army, having been in the division being composed of Liberals and Laborites.

LEAVING FOR THE WEST

Mr. H. Burden Given Purse of Gold by His Fellow-Employees.

Mr. H. Burden, of Tecumseh avenue, South London, intends leaving with his family next week for Calgary, where he expects to take up land. Mr. Burden has been a resident of South London for a number of years, having been in the employ of Alderman Gerry for the past twenty years, in the capacity of foreman. Mr. Burden is well known in the city, and leaves behind him many friends. Last evening, he was waited upon by the employees, who presented him with a purse of gold. The address was given by a committee of the employees—Messrs. E. E. Nugent, J. R. Boyce and J. McArthur—and it was read by Mr. A. R. Wallace. The presentation was made by Mr. J. O'Rourke.

Jews Ordered Out

Vladivostok, Russia, March 15.—The Jews here have been ordered to leave the city in three days.

THE WEATHER.

Tomorrow—About the Same.

London, Friday, March 15. Sun rises, 6:29 a.m. Moon rises, 12:23 a.m. Sun sets, 6:24 p.m. Moon sets, 10:25 p.m. Minimum, 32°; Maximum, 42°.

Today—Continued cold, and light local snowfalls or flurries.

Saturday—Fair; not much change in temperature.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Calgary	18	8	Cloudy
Winnipeg	2	14	Fair
Parry Sound	2	4	Fair
Toronto	18	9	Cloudy
Ottawa	12	14	Cloudy
Montreal	18	14	Cloudy
Quebec	10	8	Fair
Pasadena	18	8	Fair
Port Arthur	2	12	Snow

The sign — indicates below zero.

WEATHER NOTES.
The disturbance which was passing up the coast now covers the Maritime Provinces, attended by snow and rain, the snowstorm extending into Eastern Quebec. The weather elsewhere in Canada has been fair and cold.

LOCAL TEMPERATURES.
The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Thursday were: Highest, 28.5°; lowest, 17° above.

Burned to Death

Grand Rapids, Mich., March 15.—The business portion of the village of Tustin, Mich., was destroyed by fire early today, which started in the basement of the Hotel Compton from a defective furnace. Ten guests escaped in their night clothes, while four were burned to death. The dead: Wm. H. McGraw, proprietor of the hotel; Mrs. Wm. H. McGraw, Edward Demore, porter; Charles Workman, traveling man, of Plesion. The financial loss is about \$22,000.

THE G. T. R. PLANS

Railway Committee to Consider Them at Meeting Tonight.

The Grand Trunk plans have arrived in this city, and a special meeting of the railway committee to consider them has been called for this evening at 8 o'clock.

It is understood that the plans are substantially the same as given in The Advertiser at the time of Mr. McGuigan's visit to this city.

MEDAL FOR BRAVERY

Percy Woodward's Heroism Recognized by Royal Humane Society.

Inspector Sanders, of the Humane Society, has in his possession a medal which has been awarded by the Royal Humane Society of Canada to Percy Woodward for saving the life of Harry Nopper, who fell through the ice at Clark's bridge on Jan. 6 last. The medal will probably be presented to the boy by Mayor Judd.

MAY SUCCEED JONES

Former Nova Scotia Speaker Likely to Get Lieut.-Governorship.

[Special to The Advertiser.]
Ottawa, March 15.—Several names have been mentioned in connection with the vacancy for the Lieutenant-governorship of Nova Scotia, but the one most prominently spoken of is Frederick A. Laurence, M.P., Colchester, Nova Scotia. Mr. Laurence was at one time speaker of the Nova Scotia Legislature, and would make an excellent appointment.

RAILROAD LABOR FAMINE

Twenty-Five Thousand Men Needed in North and Southwestern States.

Chicago, March 15.—Western railroads are facing a labor famine. Twenty-five thousand men are needed in the northwestern and southwestern states to build the roads that are already under way, and it is estimated that before the first of June more than twice that number will be required. Railroad contractors have been able to resume work earlier this year than usual on account of the open winter, and they are making strenuous efforts to get men from the east for this work. Ten thousand men are needed by the Western Pacific, the new Gould line to Southern California, and they are offering from \$2 to \$2.25 a day for unskilled labor with the chance of steady work until the cold weather sets in again next fall.

PLENTY OF ROOM

Armstrong, M. P., Unduly Worried About Height of Quebec Bridge.

Ottawa, March 15.—In the Commons yesterday, Mr. J. E. Armstrong called the attention of the House to an article in the Canadian Engineer, stating that navigation to Montreal would be greatly interfered with by the lowering of the Quebec bridge, which would make it impossible for the largest vessel to pass under.

To Aid the Hungry.

Washington, D. C., March 15.—Assistant Secretary Chas. H. Keen, treasurer of the National Red Cross Society, today called to Japan additional contributions to the famine fund, amounting to \$5,000, making a total so far of \$20,000. The urgent appeals sent out some time ago by the National Red Cross Society are resulting in largely increased contributions from all sections of the country.

Japs Stone Street Cars

Tokyo, March 15.—A popular demonstration was made in Hibaya Park yesterday afternoon against an increase of fares on the street railways of Tokyo. The crowd which assembled developed riotous tendencies, and stoned the cars and offices of the railway company. A strong force of police and gendarmes restored order.

STEAMERS ARRIVED.

From.	Arrived.
Guelph, N. Y.	Brenet
Nord America, N. Y.	Genoa
Italy, N. Y.	Italia
Sarnia, N. Y.	Sarnia
Halifax, N. Y.	Halifax
Ireland, N. Y.	Ireland
Corinthian, N. Y.	Corinthian
St. John, N. Y.	St. John
Teutonic, N. Y.	Teutonic
L. Champlain, N. Y.	L. Champlain
Sussex, N. Y.	Sussex
London, N. Y.	London
Pinxten, N. Y.	Pinxten
Republica, N. Y.	Republica

BOARD BY A VOTE OF 2 TO 1, WENT AGAINST CITY AUDITOR

Mr. Jewell Opposed to Reduction in Water Rates, But Commissioners Put It Into Force.

There will be a reduction of water rates this year. What the reduction will mean to each consumer has not yet been figured out further than that as the revenue for the year has been placed at \$10,000 less than in 1905, and as there are about 10,000 consumers, it will amount to an average reduction of \$1 a year to each consumer.

But as some people pay \$100 a year in water rates and other people pay but \$5, the \$10,000 reduction will have to be properly apportioned to each consumer, so that in the language of the mayor, the action of the commissioners will not mean more than a couple of cents a year to some water consumers.

The matter was decided at a meeting held in the mayor's office at noon today, when Chairman Darch, Commissioner Saunders and his worship were present.

Messrs. Darch and Saunders supported the reduction; the mayor opposed it. Final action on the reduction will be taken at the regular meeting of the commission which will be held on Monday afternoon next. The motion would have been put through today were it not that its supporters feared it would be illegal to do so at a special meeting.

The meeting proved a very warm one, the mayor and the commissioners and City Auditor Jewell, who had been called in for consultation, indulged in a heated debate of over an hour's duration. The auditor vigorously opposed the reduction, but the commissioners were steadfast in their convictions and failed to be moved.

The reduction means that the commission's revenue will be estimated this year at \$88,000 instead of \$98,000, the latter sum being based on the present rates, and that the city will, as a consequence, receive no surplus from the water commission this year. Last year the surplus amounted to about \$10,000, or equal to one-half mill rate. This year the increase in assessment gives the city about \$7,000, but the loss of the waterworks surplus will

reduce the additional taxes this year to about \$27,000.

Auditor Opposed to Reduction.

Auditor Jewell, when asked for his opinion, expressed himself strongly on the matter. He said he was opposed to the reduction, because it would mean the wiping out of the only profit the city now enjoys from any of its departments. Glasgow uses the surplus of its civil enterprises to improve the city. Why should not London? There should be no isolation of interests but the interest of the city at large should be the interest of all. After the waterworks was built it did not pay for many years and the citizens at large were compelled to make up the annual deficits. And now that the waterworks is paying, why should not the people reap the benefits of the profit in the way of a reduced tax rate, which the annual surplus means. "We are struggling this year against a high tax rate," he said, "and I would certainly advise the commission to leave the water rates as they are."

L. and P. S. R. Dragged In.

The London and Port Stanley Railway was also dragged into the argument. Mr. Jewell stated that years ago the city contracted the most of its present debt when it built the line. The line was built for the benefit of all classes of citizens, and ever since the citizens at large have made up the annual deficits which have occurred. If the citizens at large have to take care of the deficits, why should they not share in the profits?

"The railway was built to benefit the business interests only," said Chairman Darch. Continuing, Mr. Darch asked why Mayor Judd did not propose to double the present rates in order to keep down the tax rate. It was just as logical to double the rates as to keep them as they are.

"You simply say to the water consumers, 'Pay over \$10,000 a year to keep down the tax rate,'" the chairman concluded.

Finally, after the mayor had been accused of fighting to maintain a system of water rates, which simply misleads everybody, and after his worship had referred to the policy of his opponents as a fraud, the commissioners decided to reduce the rates.

DISASTROUS FIRE AT ST. MARYS, ONT.

Several Thousand Dollars Damage Done by Blaze in the Beatty Building.

[Special to The Advertiser.]

St. Marys, March 15.—Fire early today in the Beatty store building caused several thousand dollars' damage. Mrs. Beatty lives heavily on the building. Harrison & Lamond, furniture, were also badly burned. Insured in the Ottawa Fire Insurance Company. Mrs. Agnes Gillespie loses \$1,000 on stored furniture, and A. E. Teskey, \$1,000 in the same way.

RESCUE WORK STOPPED

Fire Again Breaks Out in the Galleries of the French Mine.

Lens, March 15.—Fire broke out in one of the galleries of the Courrières mine this morning at a depth of 350 yards, and rescue operations will have to be stopped until the shaft has been blocked and the fire smothered by the cutting off of air. The number of victims is now given as 1,055.

The recovery of bodies from the Courrières mine cannot be continued much longer. The rescuing parties are now necessarily changed every ten minutes. About 800 bodies must be destroyed with quicklime in the workings.

With the growth among the miners of the belief, whether justifiable or unjustifiable, that the owners knew the dangerous condition of the pit, but did not stop work because of the financial loss it would entail, the angry unrest continues, and a general strike is feared. The authorities have asked the Government to send cavalry to preserve order in the event of an outbreak.

BIG LAND PURCHASE IN WEST; SYNDICATE SECURES 300,000 ACRES

St. Paul, Minn., March 15.—Announcement was made today that a colossal land purchase in the Western Canadian wheat belt by an American-Canadian syndicate, headed by F. A. Bean, miller of New Prague, Minn. Canadian interests are represented by Hon. Dr. Montague, formerly Canadian minister of agriculture.

Several different transactions are involved, and the total extent of the lands affected is 300,000 acres. The consideration is nearly \$3,000,000. The purchased lands are along the main line of the Grand

Trunk Pacific Railway, in Eastern Saskatchewan. Some parcels of land included are on the main lines of the Canadian Northern Railway. The company is styled the "Western Canada Settlers' Mutual Land Company." It will have offices in Winnipeg and St. Paul. Mr. Bean is convinced that in the near future the Western Canadian wheat belt will be the greatest wheat-producing region in the world. The company will have more than fifty plows at work in the vicinity of Estevan, Saskatchewan, as soon as the frost is out of the ground.