

# AWFUL DISASTER IN ALBERTA; ROCKSLIDE OVERWHELMS A TOWN

Over One Hundred Persons in the Mining Town of Frank Are Instantly Killed by the Tremendous Upheaval—Were Mostly Americans.

The Explosion Which It Is Thought Was Caused by Gases From the Mines Occurred While Inhabitants Slept.

The Entire Side of the Mountain Was Blown Out

AND CRUSHED THE SETTLEMENT

Millions of Tons of Rock Scattered Over Miles of Country—Miners Entombed.

Ottawa, Ont., April 30.—Sir Wilfrid Laurier has received the following telegram from S. W. Chambers, president of the board of trade of Frank, N. W. T.

"Terrible disaster here. Eruption of the mountain devastated miles territory. One hundred killed. Must have Government aid at once to clear passage of river, which is dammed one hundred feet high and danger to life and property from the flood most imminent and not one day distant."

Sir Wilfrid Laurier replied as follows: "Very sorry to hear the sad news. I have given instructions to the mounted police at MacLeod to give all the relief possible. Please send further details."

Chicago, April 30.—Information concerning the disaster at Frank, N. W. T., was obtained from Ed B. Liagre, of Frank, who was in Chicago last night. Mr. Liagre is identified with the Little Collieries located a few hundred yards north of Frank. It was in a mine connected with these collieries that the catastrophe took place. Mr. Liagre said there was an explosion of gas, which burst out of the side of the mountain, and this led to rumors of volcanic eruption and earthquakes.

Mr. Liagre tonight received a telegram from Frank saying: "Gas exploding in mine completely destroyed the Frank colliery today."

Vancouver, B. C., April 29.—7:30 p.m.—The latest information from Frank is somewhat more reassuring than earlier news, in that there now seems to be less danger than was at first anticipated of an extensive disaster. The threatened flood which bids fair to duplicate the Johnston disaster, seems tonight less probable. A large force of men has been at work trying to create a new channel that would dammed up water of the Old Man's River may be run off.

Most of the men imprisoned in the mine, whose death at first seemed certain, got out alive this afternoon. There were seventeen men in the mine. Two died of suffocation, but the other fifteen worked their way out.

ROCKSLIDE CAUSED DISASTER.

A special from Frank at 7 p.m. estimates the total number of dead at 95.

The latest theory as to the cause of the disaster is that it was due to a rockslide which carried the top of the mountain down upon the village below. It is now thought that what was supposed to be the smoke of a volcano was dust, and that the continued fall of small bits of rock during the day was merely the aftermath of the original rockslide. A repetition of the calamity is now considered unlikely.

Overwhelmed by countless thousands of rock, shortly after 4 o'clock this morning, and with probably 112 of its inhabitants killed almost instantly, the little mining town of Frank, in southwestern Alberta, was for a time threatened with complete destruction by flood tonight. A dispatch from Frank says: "A tremendously loud reverberation shook the whole valley of the Old Man's River this morning at 4:10 o'clock and scarcely half the inhabitants of this town awakened to a realization of the impending danger, when from the top of Turtle Mountain, overlooking the settlement, millions of tons of rock were hurled.

## LONDON MAN KILLED ON G. T. R. NEAR STRATFORD

Thomas Jones Pinned Between Couplings of Freight Cars.

Death Must Have Been Instantaneous—Deceased Well Known Here.

Thomas I. Jones, a brakeman on the Grand Trunk, met a horrible death in the Stratford yards about 12 o'clock last night. He was caught between the bumpers of two freight cars, and when found a minute or two afterwards by his mate he was dead.

Jones belonged to London, and he had been in the employ of the company as a brakeman for several months, only recently getting a regular van. He was called out early last evening to take a train to Stratford, which place was reached some time before midnight. The train comprised over 40 cars, and as it was to go further with the London crew it was ordered to be run into the siding. Owing to the length of it, the train could not be placed in one siding, and it was broken, the object being to place it on two tracks. One half of it had been shunted, when it was found that one or two of the cars would have to be taken off and placed

with the balance of the train. Jones was preparing to make the couplings when he met his death.

PINNED BETWEEN CARS.

He was seen to go between the cars, and when he did not come out again and give the signal to the engineer it was supposed that he had met with a mishap. His mate, Edward Addison, of London, hurried to ascertain if Jones was injured, and found him standing erect, pinned fast between the cars, and dead.

It is supposed that when Jones went to see that the coupling was made the pin of the apparatus, which was the latest design, was fast, and he stood in front of the drawhead to release it, and that while he was in this position the engine came and backed down on him sooner than he expected. He was caught in the region of the abdomen, and terribly crushed. Death must have occurred instantly.

The dead brakeman was in his 28th year, and was well known here. About eight months ago he returned to this city from Halifax, where he served a term with the Canadian garrison, and since that time was working on the Grand Trunk. His father, in North Dakota, together with one sister, Mrs. Stevens, of Quebec, and his uncle and aunt, Mr. and Mrs. William Jones, 370 Adelaide street, with whom he lived, survive him.

The remains arrived here at 1:05 this afternoon.

peg, and he was interviewed this evening.

Mr. Cowan is acquainted with the unfortunate town and its surroundings. He said he could not understand how there could be a volcanic eruption, and was inclined to the opinion that gas had caused the trouble. For some time past about 1,200 tons of coal per day had been taken out of the mine, the R. R. using it exclusively for its engines and other requirements in that section of the country.

"There would be a large cavity," said the reporter. "Yes, the mine entrance is at the foot of the Turtle Mountain. When it was there last the cavity was in length 400 feet, 75 feet in height, and 15 feet wide. It is possible that this may have filled with gas and exploded, but in such case the explosion should have been at the mouth of the mine, and not at the foot of the mountain."

MEN KILLED INSTANTLY.

"The disaster was merciful to those men who were employed above ground, in that they must have been killed instantly, while those men in the workings of the mine may yet be alive if they have air to breathe. If all the air shafts to the mine were closed up under that awful avalanche, all the men must have died by this afternoon. The disaster was not confined to the vicinity of the mine alone, for many of the dwelling houses in the town of Frank were demolished by the falling rock. Some of the occupants of these houses escaped death, but many others were instantly killed. It is conservatively estimated that the loss of life will exceed 100, and the latest returns place the number of dead at 112.

When reports concerning the magnitude of the disaster and details concerning it commenced to come in from reliable men who had been out prospecting, it was discovered that the earth opened for three-quarters of a mile and many feet in width, and that the whole northern portion of the town slipped from its place.

The shock resultant upon the precipitation of the millions of tons of rock into the valley, while only a small portion of the houses were actually demolished, comparatively few of a majority of the dwellings in the town so that they are unsafe to live in, and many hundreds of the people will have to live in the open or under such temporary shelter as may be procurable.

The railroad track for a distance of two miles or more east of the station is covered with from 10 to 40 feet of rock and the telegraph wires are broken. The communication is being conducted over one wire running west.

Buffalo, April 29.—An official dispatch from the Canadian Pacific Railroad to the Associated Press says: "Latest reports from Frank, N. W. T., via MacLeod, N. W. T., says: 'A volcanic eruption occurred here at 4 a.m. today. The earth opened up for three-quarters of a mile in length and millions of tons of rock slid off the top of Turtle Mountain, which overhung the little town. The coal pit mouth and several buildings near thereto were burned. It is estimated that the loss of life is about 100. The reports of a volcanic eruption or earthquake at Frank, N. W. T., are utterly discredited by him.'

DESCRIPTION OF THE TOWN. D. W. McIvor, of the immigration department, was appointed in September last, a resident of Frank, where he acted as assistant to Raoul Green, a mining engineer, who was making excavation on behalf of a French syndicate.

"It is," he said, "a one-street town, starting from the station. There are on each side of the street stores and hotels; then comes the local grain elevator, and also another row of miners' cottages. Further down there is a large coke oven. Then comes Gold Creek, and last of all is the large mountain called Turtle Mountain, which rises from 1,500 to 2,000 feet in height. It is at the base of this mountain that the main entrance to the mine is located. The entrance to the mine will probably be about a quarter of a mile from the railway station. From the top, the mountain practically projects over the town of Frank, and it would be easy for anyone who knows the position to recognize how it is that it would be in case of an eruption such as is described by the town to be crushed out of existence."

Mr. McIvor has been through the mines several times. He said about 500 men were engaged in them.

STILL IN ERUPTION. Ottawa, April 30.—Sir Thomas Shaughnessy, who is in the city to night, gave the Globe correspondent a copy of the following telegram, which he had received from Supt. McNeill: "The latest report from Frank indicates that the town is almost wiped out. The whole valley below the town for over a mile is shaken up. The earth opened three-quarters of a mile in length, and then a terrific volcanic eruption occurred on top of Turtle Mountain, which overlooks the town, throwing millions of tons of rock out, covering the mine entrance and burying the buildings near the mouth a hundred feet deep. All the men employed around the mines outside were killed. The loss of life is estimated at over 100, including a number of women and children.

The mountain is still in eruption, and throwing up rock. Old Man River is dammed with 40 feet of rock, and the railway track for two miles east of the station is covered with from 5 to 50 feet of rock. A later report says that 70 to 80 residents are killed, besides a party of 60 men entombed in mines. Doctors, nurses and hospital stores and extra gangs are being dispatched to the scene. The Kootenay business is being worked via Revelstoke. Asked for his opinion upon the occurrence, Sir Thomas said: "We have no definite information as yet upon which to base an opinion, but we will get further particulars in the morning. The most serious information is the terrible loss of life. We do not yet know what effect this eruption will have upon the course of the Old Man River, but doubtless the bed of the stream will be changed."

ANOTHER DESCRIPTION.

Frank, B. C., April 29.—A dispatch just received from Frank states that at

6:11 this morning the town was shaken by an earth force and shook by loud reports, and the houses threatened to topple over in rocking motion. Instantly the whole town was afoot, and soon the shouting and running to and fro of the men, mingled with the wails of the injured and dying, together with the pitiful cries of those who had lost loved ones, gave indication that a catastrophe of unusual magnitude had taken place. For the time being nothing was seen but a dense cloud of black smoke, with balls of fire drifting here and there across the disturbed section. A soon as the fire and smoke cleared away it was seen that the whole side and top of the mountain immediately back of the town had blown off.

PEOPLE PANIC-STROKEN.

The roar from the mountain is at times almost deafening and people are panic-stricken for fear of another outbreak. Nearly every cottage in the town is in a state of alarm. The occupants are going to Blairmore, a small town two miles distant. Rescue parties have been organized, and a systematic method of search and rescue is being vigorously carried on, but very little hope is held out for any of the missing.

NARROW ESCAPES.

The family of Mr. Sam Innes had a miraculous escape, their cottage being second from the end where the crash began, and by almost superhuman efforts he managed to drag himself out of the debris, and one after the other, saved the entire family. While they are all shaken up and suffering from bruises, they are thankful to have escaped death, and one after the other, saved the entire family.

Charles Ackroyd and wife, Vandusen, and two children. Three unidentified men. Joe and Jack Graham. Fred Graham and wife. Two halfbreeds, named John McVeigh and Joe Bryton. J. Scott and a young man in the employ of McVeigh.

Frank Fouchon, Robert Rochet, employed in the stable. David Foster. Alfred Foster. Fred Farrington. The family of W. Warrington. Ten Slavs, names unknown. William Williams and family of four. Charles Rice, brother-in-law of Williams.

THE MISSING.

W. Warrington. Paddy Morris. Tom Delap. Engineer Techigan. Weightman W. Marlyen. Alfred Clark, tippleman. Montreal, Que., April 30.—Mrs. James Mundie, wife of James Mundie, manager for J. W. Peck & Co., of this city, lost her brother, her sister-in-law and her four nephews in the great landslide at Frank, B. C.

Mr. A. Leitch, who with his wife and four sons, perished under the fall of rocks, was a brother of Mrs. Mundie. Up to two years ago Leitch lived in the town of Killarney, Manitoba, where he conducted the local grain elevator. He was well known and well connected throughout the west.

U. S. AND CHINA

Uncle Sam Makes Great Efforts to Prevent Smuggling.

Washington, April 30.—Four new detection stations for Chinamen will soon be opened on the Canadian border. One of them at Malone, N. Y., will be a large building, the others will be located at Burlington, Vt., Portland, N. D., and Summas, Washington.

The opening of the new stations will mark a complete reorganization of the Chinese immigration business. The Canadian Pacific Railway will deliver direct to immigration officials at these four places all the Chinamen trying to come here through Canada. The immigration service has ordered ten outfits of the Bertillon system of physical measurement and is preparing to use them in the detection of Chinese. Every port of entry through which Chinese come to the United States will be supplied with the apparatus.

WEATHER BULLETIN

Thursday, April 30. Sun rises, 5:13 a.m. Moon rises, 7:46 a.m. Sun sets, 7:18 p.m. Moon sets, 10:49 p.m.

Tomorrow: Cold and Showery.

Toronto, April 29-30 p.m. The temperature has exceeded 70° today in nearly all parts of Ontario east and south of Lake Huron, and also in the western portions of Quebec and New Brunswick, but in New Ontario and westward the weather has been quite cold and a snowstorm has prevailed on Lake Superior.

Minimum and maximum temperatures: Dawson, 25-52; Victoria, 50-60; Prince Albert, 28-33; Qu'Appelle, 6-42; Winnipeg, 48-73; Port Arthur, 52-74; Fargo to use 48-73; Toronto, 52-76; Ottawa, 54-74; Montreal, 54-72; Quebec, 50-64; Halifax, 32-58.

Thursday, April 30-3 a.m. FORECASTS.

Showers and local thunderstorms tonight.

Friday—Strong westerly winds; showery and much cooler.

Stations. 8 a.m. 2 p.m. Weather. Calgary, 24 24 Cloudy. Winnipeg, 28 14 Fair. Fargo, 28 14 Fair. Toronto, 56 56 Clear. Ottawa, 58 46 Fair. Montreal, 58 48 Fair. Quebec, 42 40 Fair. Father Point, 32 32 Cloudy.

The weather conditions over Canada have changed very little since yesterday, except that the cool wave and rain have now reached Lake Huron. Cold, wintry weather continues in New Ontario and Manitoba, and a heavy northerly snowstorm has prevailed on Lake Superior. Local temperatures: Wednesday—High, 80°; lowest, 49°.

## TALKED OF CANADA

His Majesty and the Pontiff Discussed School Question.

Rome, April 30.—Concerning King Edward's visit to the Pope it has leaked out that the Pontiff informed the King that in view of the meeting he had personally examined into all questions regarding Catholic interests now pending in various parts of the British Empire, and had prepared a memorandum to which he hoped the King would pay his benevolent attention. It is understood that one part of this memorandum concerns the school question in Canada and contains the same points as does the memorandum given by the Pope to Sir Wilfrid Laurier, the Canadian Premier, when the latter was last in Rome.

## OCEAN NEWSPAPERS

The Steamship Philadelphia Now Publishing One.

Southampton, April 30.—The steamship Philadelphia, of the American Line, which arrived from New York, published an edition of an ocean newspaper at sea yesterday. It contained a summary of the news of the week, a column of local "Wavelets," and some editorial paragraphs. The title of the paper was the Philadelphia Marconi Bulletin. The Philadelphia, which is equipped with wireless apparatus, sailed from New York last Wednesday.

## MR. C. S. HYMAN MADE CHAIRMAN

The London Member Elected to the Chairmanship of the Redistribution Committee.

[Special to The Advertiser.]

Ottawa, Ont., April 30.—The redistribution committee held a ten-minute meeting in the old railway committee room this morning for organization. The members of the committee, including Hon. Charles Fitzpatrick, Hon. James Sutherland, Charles S. Hyman, T. O. Davis, R. L. Borden, F. D. Monk and



CHARLES S. HYMAN, M.P.

Hon. John Haggart were all on hand. The London member, Mr. Hyman, was elected chairman of the redistribution committee in a signal honor and shows the high place which he has made for himself at the capital. Next to the Cabinet ministers, Mr. Hyman holds the most conspicuous and important position among the members of the House of Commons.

G.T.R. NEW STOCK BILL REPORTED

An Important Amendment to the Bill Authorizing Issue of New Stock.

[Special to The Advertiser.]

Ottawa, April 30.—The Grand Trunk Railway's bill authorizing the issue of new stock was reported by the railway committee today with an amendment recommended by the sub-committee having charge of the bill. This amendment provides that the company shall from time to time as requested furnish to the Government statements, showing the applications of the new moneys, and provides that the proceeds of the issue shall be devoted to reducing grades, double-tracking portions of the road, improving stock, extending the present workshops and building new ones, building elevators, improving terminal facilities and otherwise providing for the increased needs of traffic.

NO WOMEN NEED APPLY

Gray's Inn Declines to Permit Their Admission to the Bar.

London, April 30.—The Benchers of Gray's Inn have refused to grant the application for admission to the bar recently made by a woman, on the ground that they are not empowered to admit women to practice. It has been ascertained that a small minority were strongly in favor of admitting women.

## FATAL WRECK AT BISMARCK ON L. E. AND D. R. RAILROAD

A Gravel Train Crashes Into Mixed Passenger and Three Men Are Killed.

THE CAUSE OF THE COLLISION IS UNKNOWN

St. Thomas, April 30.—The most serious wreck that has yet occurred on the Lake Erie and Detroit River Railway extension between Ridgeway and St. Thomas, took place yesterday afternoon at Bismarck station, when a gravel train crashed into the passenger coach on a mixed train, resulting in the death of three men.

A number of the passengers were more or less seriously injured. Among them were George Coventry, of Pingal, who, although he is badly hurt, is expected to recover. James Austin, of London, was the engineer of the gravel train, but he escaped injury by jumping before his locomotive struck the passenger coach.

HOW THE CRASH OCCURRED.

The crash took place while the local train was standing at Bismarck station waiting for orders to proceed east to St. Thomas. The gravel train, which was also bound east, came around the curve a short distance west of the depot, at the rate of 20 or 25 miles an hour, and before Engineer Austin could bring it to a stop the locomotive struck the coach on the mixed. The coach was completely telescoped.

CONFUSION OF ORDERS.

The cause of the accident is supposed to have been a confusion of orders. Engineer Austin alleges that he got a clearance at a station further back and that this entitled him to run through to Bismarck. He is the youngest engineer on the road, and he had just taken an engine he was said to be among the youngest drivers in the country. He has always been looked upon as a very careful man, and he was not at all careless. Nothing was seen or heard of the gravel train until it rounded the curve, 200 or 300 yards west of Bismarck station. A warning whistle was sounded, but owing to the short distance it was impossible for the gravel train to stop or the local to pull away from the depot. Oiler and McNeill were employees of the road. Lutton had just boarded

the train for his home in Dutton, and although he was warned of the approaching collision he was unable on account of his faulty vision to get out of harm's way. He was caught between the train and the station platform.

A PASSENGER'S EXPERIENCE. Dr. Frank E. Bennett, St. Thomas, was one of the passengers waiting for the local at Bismarck. The doctor says Lutton had boarded the train just ahead of him, and he was in the act of getting on. He had just grasped the rail, and was about to lift himself upon the steps of the coach, when he saw the on-coming train about 200 or 400 yards away, coming around a slight curve and running about 20 or 25 miles an hour. He warned the passengers and sought safety.

"Nearly all the people in the coach heard my cry," said the doctor, "and hastily left the train. There were some 20 or 30 passengers on top of some of the box cars. They all jumped down and madly rushed toward the coming train, signaling it to stop, but to no avail."

Lutton is the father of Mrs. A. D. Ullin, of Dutton, Ont., wife of the proprietor of the Queen's Hotel.

"It was the first wreck I ever saw, and I hope it may be the last," said Dr. Bennett. "The scene was one never to be forgotten. The crashing of the broken timber, the twisting of the iron, the hissing of the steam and the capping of the boiler of the locomotive, and above all, the cries of the injured, and the frantic excitement of the people all go to create a horrible picture, one which no man would wish to witness. I believe if I had not noticed the train and boarded the coach everybody would have been crushed to death or severely injured."

The brakeman of the gravel says he applied the brakes to no less than seven cars before leaving the train, but apparently no notice was given even less the speed of their train. The mixed was composed of some 25 or 30 freight cars and one passenger coach, and the work train was made up of about twenty flat cars, loaded with gravel, and consequently would be hard to stop quickly.

Mr. A. McKenzie, of St. Thomas, was in the local train. He was in a horse car some six or seven cars from the end, with a horse he had purchased up the line. Both Mr. McKenzie and his charge escaped without injury.

Attorney-General to go a message, he would refuse. He denied ever saying to anyone he had taken the envelope mentioned.

NEVER SAW THE PACKAGE.

Mr. Elgin C. Myers, private secretary of Mr. Stratton, denied all knowledge of the package Gamey alleged was taken to the smoking-room. In September last he was telegrapher in the office. On the 10th, the day before the alleged payment was made, witness had been dictated the "Aylesworth" letter by Mr. Stratton. Asked if he did not take a parcel to the smoking-room on Sept. 11, witness said emphatically, "I do not. I know nothing of any such parcel whatever." The first time he had seen Mr. Gamey was on the morning of October, when Gamey came into Mr. Stratton's office to see the minister. Gamey came again in January, about the 13th. To his knowledge nothing more than a conversation about a lock-up-keeper at Little Current took place. In the latter part of the month, witness said, Mr. Gamey had called on him, and the minister asked to ask for an appointment. The next day Mr. Gamey came up to the office, and shortly afterwards Mr. Hammond, the Globe reporter, came in to see the minister. Interview. Gamey was ready, but the interview was given that night. Witness swore that Frank Sullivan was not present. Hammond afterwards told the witness that Mr. Stratton had advised Gamey to sign the interview as a protection for the Globe. Witness had received manuscript from the minister the day before, of which he made a copy, along the lines of the interview. It was not true that Sullivan was a frequent visitor there. Witness had never seen Sullivan in the minister's room and not more than five times in the outer office.

The witness Myers was cross-questioned by Mr. Ritchie, who asked the former by an inquiry as to whether witness had kissed the Bible. Witness thought he had, though counsel for prosecution said the matter had just been pointed out to him. Mr. Ritchie took his word he was under oath. Witness admitted a person could get into Mr. Stratton's private office without going through his room, but could not be in there without witness hearing them. Details as to office work was given and witness just finished as the court adjourned at 1 o'clock.

For Wednesday afternoon's evidence, see page 5.

CURZON TO REMAIN

His Term as Viceroy to Be Extended for Two Years.

London, April 30.—There is an unconfirmed report that the term of Lord Curzon of Kedleston as Viceroy of India will be extended for two years.

FIRE INTO COACH

Passengers on Lake Erie and Detroit Train Have Narrow Escape.

St. Thomas, Ont., April 30.—As a Lake Erie and Detroit Railroad passenger train was about a mile east of Ridgeway Tuesday night, about 8:30, some person unknown fired a bullet through a window of a passenger coach. The bullet passed between four men who were sitting facing each other. Detective Skirving was once notified and he is investigating.