PREMIER IN COLLISION

Sir Wilfred's Special Wrecked near Pense—Conductor Cook Injured---Official Party Escape Injury

Sir Wilfrid Laurier's special train had a bad collision on Friday night near Pense with a westbound freight. Sir Wilfrid Laurier and party were going from Moose Jaw to Regina on their way to attend the Battleford meeting.

The engineers and firemen of both trains jumped before the collision and escaped unhurt.

Conductor E. H. Cooke, of the special train, received the worst injuries. It is not known how serious these are but he seems to be injured internally.

Brakeman James McDiarmid was slightly injured about the head, and Ralph Campbell, a porter on the press car, was slightly hurt in the back.

Sir Wilfrid Laurier and all the rest of the party and train hands on both trains escaped unhurt.

The engineers on both trains put on the emergency brakes when each saw the other train, and the gripping of brakes could be plainly felt on the special train. The impact was, therefore, not very severe, though sufficient to badly smash the engine of the special. The engine of the special telescoped the baggage car, the trucks going under and the upper part of the tender going through the end of the car in which Conductor Cooke and Brakeman McDiadmid were.

Scene of Accident

The accident took place about exactly midway between Regina and Moose Jaw, between the stations of Pense and Belle Plaine. The freight train left Regina at 7.40 p.m., and the Laurier special left Moose aw almost precisely at 8 p.m. The special was running as the second section of No. 96. Hon. G. P. Graham, Minister of Railways, says the train was running about forty miles per hour before the brakes were put on. It had just climbed a grade, and was putting on speed. The newspaper men, who were sitting in their car, some in the smoking room, and the rest listening to the gramophone in the main part of the car, were thrown head over heels sprawling on the floor. Campbell and the porter seemed badly hurt and while the others rushed to the door, some of the men looked after him, where they met Engineer Burgess, who, after picking himself up after the jump, ran to find a lantern to send a man back to protect the rear of the train. He said there had been a head-on collision, and the hissing of escaping steam could be plainly heard.

A Physician Was Near

Fortunately Dr. Ramsay of Pense was driving nearby, and, on being told by some farmers of the wreck, he hurried to the scene about twenty minutes after the crash, and at once took charge of Conductor Cooke, who was suffering much pain, and may be injured internally. Meantime one of the crew climbed a telegraph pole and sent the wreck signal over the wires. The wrecking train reached Belle Plaine about 11.30 from Moose Jaw with two engines and the special train was brought back to Moose Jaw at 1.0 a.m.

Premier in His Car

When the accident happened Sir Wilfrid Laurier was sitting in the rea Wilfrid Laurier was sitting in the rear end of his car, which was the last car on the train. Beside him were Senator Gibson and E. M. McDonald, M.P. Sir Wilfrid was reading the eastern papers, Mr. McDonald having just shown him a despatch giving Col-Seeley's speech on imperial trade relations, in the British Commons. When the collision happened Sir Wilfrid and Mr. McDonald were thrown together on the floor. Mr. McDonald at once helped the Premier up and asked if he were hurt.

"No, I'm not hurt at all, replied Sir Wilfrid, who was perfectly cool and not the least upset as far as any nervous shock is concerned. Mr. E. J. Lemaire, secretary to Sir Wilfrid, who was resting on his bed, was thrown out and was struck by a typewriter and other falling articles. He received a slight injury on his right leg.

Minister of Railways

Hon. G. P. Graham was in his car and in the same were Walter Scott, Premier of Saskatchewan; F. F. Pardee, Mr. Robinson, secretary to Hon. Mr. Graham; C. Walsh, of The Montreal Herald, who was talking to Premier Scott at the time and was pitched over the table. Hon. Mr. Graham heard the gripping of the brakes.

"There's something wrong," he said and looked out of the window just as the smash came. Mr. Pardee was lying down and was thrown heavily against the wall, but got only a slight bruise on the arm. Mr. Robinson received slight injury on the ankle. It was first feared that the brakeman and fireman of the freight train were buried beneath the wreck, as the others of the crew could not find them but they later turned up, having gone around to another part of the train.

A messenger was at once sent to the nearest station, three miles away with despatches from Sir Wilfrid and other members of the party to inform their friends of their safety. A couple of farmers came to the wreck and said that they saw the two trains approaching, and as they drew near together they were horrified at the apparent certainty of a collision. They saw the smash and hurried over to the railroad track. The two engines were locked by the impact. The freight engine was a ten wheel locomotive. The first car of the freight train was smashed to pieces and bags of flour or meal were scattered over the embankment.

The freight train was No. 71, which left Broadview at 14.15 K bound for Moose Jaw.

Roar of Escaping Steam

There was almost a roar of the escaping steam from both engines, the headlight of the freight engine showing the outline of the two hissing monsters. The accident occurred on a straight piece of track. There was the inevitable dream connected with the accident. Friday morning G. P. Graham, on arising, told the others in the car that he had dreamt that his car and Sir Wilfrid's were in a bad wreck, and the first thing he noticed when he looked out of the window when dressing was the huge crane of the wrecking train standing on the track. One of the porters on the press car when he felt the gripping of the brakes ran to the end of the car and turned on the brakes there.

Thought it the Next Town

Engineer Humble of the freight train while waiting for the wrecking outfit said: "I saw the headlight, but I thought it was the next town. The electric headlights are very deceiving. I have often shut off the engine on seeing a headlight and found it was eight or ten miles away. I did it just the other day. They are very deceiving and you can't tell much about them. I had orders to go through to Moose Jaw and I knew nothing about this special train. We left Regina at 19.40 K. The engineer on the freight the freight was almost stopped when train saw the other train first and the collision occurred. On the press car there was soon the odor of escaping gas and precautions were at once taken to keep lanterns away and the fires were extinguished. R. H. Patchin, Ottawa correspondent of The New York Herald, ran to see if Sir Wilfrid Laurier was all right and brought back word that he was uninjured.

Busy Newspapermen

The newspaper men here had a big item of news to handle and the morning paper men gathered what information they could and Patchin and Harry Anderson of The Globe, set off for Pense, three miles away, while F. A. Carman of the Montreal Star, and Willmot, Toronto World, set off for Belle Plaine, four miles away. Eastern time is two hours later than here and with the likelihood of trouble in getting much over the wires from those small stations no time was to be lost and great inducements were offered the agent to get the despatches the press party are T. W. King, Mail through at once. Other members of Chronicle; Ulric Barthe, La Vigie, and Empire; F. M. Fraser, Halifax uebec; R. J. Chevassu, Le Canada; P. M. Graham, Brockville Recorder; Ross, Manitoba Free Press; Douglas Robertson, Toronto Telegram; Butler, artist of Toronto, and the writer

Car Windows Broken

Rain was falling and everyone got pretty wet in the long grass beside the track. The night was pitch dark away from the lights of the cars. While waiting for the relief train F. F. Pardee helped to tend Conductor Cooke, keeping cold cloths to his head for he was suffering a great deal. He was able, however, to dictate a message to his wife stating that he would not be home till tomorrow. Many of the car windows were broken and the kitchens of the different cars were of course the scene of the greatest wreckage, broken dishes being thrown out by the basketful. Hon. G. P. Graham hurried back to the press car as soon as he saw that those in the two rear cars were all right, and he inquired anxiously for the safety of all those on the freight cars.

Not British Subjects.

WINNIPEG, August 7.—Thirteen imported strike breakers, it is stated, under the auspices of the C. N. R., left St. Paul Wednesday, but were held up at the boundary, not having the necessary $25 each. This was arranged and the men continued the journey to Winnipeg. Here they were informed to the effect that they were to act as special constables patrolling the C.N. R. property at $2.50 per diem, it being stated that recruiters were to get $5 each per diem. All went well until it came to when the men were required to swear allegiance to King George; this they flatly refused to do nor did they like to work under the conditions prevailing.

They asked for return transportation, which was refused, but an appeal to Consul General Jones resulted in their promptly securing the desired transportation, though they were not paid for lost time. It is stated that the special force of special constables is somewhat lax in their patrolling, and are making no arrests. They were consequently to have been summarily dismissed if the imported men could have been secured.

Winnipeg After Convention

MILWAUKEE, Wis., Aug. 7.—"With a little persistence and work, Winnipeg, I am certain, can have the 1914 Pythian convention, although we could not land the 1912 gathering." This was the statement made today of ames A. Wilson, of that city, who proposed Winnipeg for the next gathering of the national body.

"All of Canada will assist us, and we will begin immediately upon our return from this convention to prepare a campaign to present to the 1912 convention at Fort Worth the advantages of our city. We feel sure that Canada can get the convention to be held during the World's Fair."

GOLD RUSH AT THE PAS

Gold Found on a Ridge of Black Sand in a Dense Swamp—Many Claims Are Staked by Prospectors

THE PAS, Keewatin, Aug. 5.—There is considerable excitement here and at Etionmami, or Hudson Bay Junction as it is now called, over the new gold find near here. Comparing it with other discoveries it is very easy of access, as it is situated only thirteen miles north of the junction of the Pas Mission line and six miles east.

It is on a small ridge practically in the middle of a muskeg. After leaving the track one has to walk up to one's waist almost in water and grass to reach it. The find was discovered in rather an odd way, as these things usually are. Two hunters who happened to be out after game stopped and camped at an old fashioned shack.

The put up a small stove which had no legs and not wishing to burn the floor, one of them went out and got a pail of sand and spread it under the stove. The other hunter, being somewhat of a prospector, noticed at once that it was different to the usual sand and was eager to know if there was any quantity of it. He prospected around and found a long ridge of it.

Had Samples Assayed

He then began to send samples off to be assayed, the result of the first being thirty dollars to the ton, the second forty and the third fifty. Other samples have been forwarded but the results are not yet known. It was after the result of the third sample was known that the rush commenced, and people from Prince Albert and all other points along the line began to arrive.

Almost every body here has the gold fever more or less and many have left for the scene by handcar as there is only one train a week on the Pas Mission line and the fact that people not accustomed to the bush are liable to get lost does not seem to act in a deterrent in any way.

The result of the latest assay is awaited with the greatest eagerness, and though it is possible that the find will prove to be another Lac la Ronge many people expect bigger things. The rush has only just commenced and is likely to continue for some time.

Getting Used to It.

People at The Pas are getting used to these supposed gold finds. There have been numerous prospector in this part of the country for the last two years. They take out bags of quartz samples and are always going to return, but the great drawback is lack of transportation. Some valuable land has been staked north of here, but being in such inaccessable places it would take untold wealth to work the claims.

The last find here is coal which has been found in the Pas Mountain. This is about 90-miles southwest of The Pas from the Carrot river. A large number of people have been out and staked the claims, but it is not certain yet that they have the right thing. Anyway the people who know something about the coal showing,s say that they have it there. It is rather a difficult place to get into, so that the deposit will have to be well worth it to pay for working. But those who have staked, including Prince Albert people, expect great things.

The Pas people, however, are not looking forward to these finds to boom the place, but to the Hudson Bay railroad the bridge of which is to be started at once to take the line to Finger's lumber mills, which are to be erected shortly. The mill site is a fine one. It has already been cleared and the approaches to it have been cut.

Burned at Stake.

MUNCIE, Ind. Aug. 5—To a moving picture film in a local five cent theatre depicting the burning at the stake of a white man by a party of Indians, is attributed the probable fatal injury of William Johnstone, six years old. As the child with some compaions, children of his own age, were "playing Indian," it was decided to burn one of the number at the stake as depicted in the picture film which some of the children had seen. The choice fell on the Johnstone lad and he willingly consented.

Newspapers were placed under him and twined around his body and they then set them on fire. It was the intention of his compaions to put out the fire before the boy was harmed, and they rushed valliantly to the rescue, when they saw him writhing in pain. But they were too late.

A Canadian Veteran

LONDON, Aug. 6.—Lord Strathcona today received innumerable congratulations on his 90th birthday. In connection with the celebration of the anniversary, a book entitled "Canada's Coeur-de-Lion," was issued today, containing many appreciations from many imminent persons, including Joseph Chamberlain and Lord Lansdowne. Many press appreciations appear in the papers bearing tribute to Lord Strathcona. Interviewed, Canada's high commissioner repied that he would not celebrate the day, but would be at his office as usual.

"It is seventy years since I first went to Canada," said Lord Strathcona, "so that at any rate I am an old Canadian, if not an old man, and that is what I like to remember."

SAFE CRACKERS

At Work in A Saskatchewan Town.

METHVEN, Sask., Aug. 5.—Safe crackers entered the store of Wm. Shields, general merchant here, and secured a sum slightly over $500 in bank notes, and though detectives are hot on the trail of the thieves tonight no arrests have been made. Shields left the store at about eght o'clock and upon returning at about eight o'clock in the mornng found the door of the safe swinging wide open.

Every compartment had been rifled. Of the amount stolen, $200 belonged to the Ogivie Milling Co. The office in the store has been used as a pay-station for the Ogilvie Company and also the Lake of the Woods Milling Company, and frequently thousands of dollars belongng to the two companies was left in Mr. Shield's safe over night.

It is believed that the robbers were local men in touch with conditions about the place. The store had been entered by means of a window which had been pried open with a crow bar, it is thought. The job was a neat one. The combination of the safe had evidently been worked, as the door bears no marks and there is no evidence of any explosives being used.

The yeggmen probably escaped town, using one of the night freights as means of conveyance. The provincial detective force has been advised of the case and are at work on a clue which wil probably result in an early arrest.

CONTROL FISHERIES

Mackenzie and Mann After Big Trade Interests

VICTORIA, B. C. Aug. 7.—The establishment of a deep sea fisheries trust on the coast is the aim of Mackenzie and Man and associates at the present time, according to reliable information. They are trying to buy out the New England Fish company, which handles practically all the halibut caught on the coast. They have already bought out the interests of the Pacific Whaling Company, and also will take over the Pacific Coast Fishery plant at Pacifico, Queen Charlotte, and all the other fishing interests in British Columbia.

In connection with their whaling operations they propose operating an immense soap factory so that the oil, instead of being shipped to Glasgow, will be manufactured in this province.

Entire Coast Whaling.

The Alaska Whaling Company's interests are also included in their operations, so that all the whaling of the coast and the deep sea fisheries of British Columbia will be included in their scheme.

Large freezing stations will be operated in connection with the fisheries so that the fish can be frozen directly after they are caught and sent to the markets of the world in as perfect condition as when they were taken from the water.

Canada's Trade.

OTTAWA, August 7 — Canada's trade with the United States continues to grow in greater proportion than Canada's trade with Great Britain, in spite of the preferential tariff, yet Great Britain is a better purchaser of Canadian products than is the United States.

Trade statistics are now complete for the first two months of the present fiscal year, and they throw a curious light on the policy of Canadian importers. While Great Britain bought $15,670,631 of Canadian goods, the U. S. sold almost an equal amount to Canada, namely $15,784,650. The U. S. bought from Canada $14,104,681, or more than a million less than Britain did, while Canada purchased from the United States $44,372,615 worth, or more than $29,000,000 in excess of the purchases from the United Kingdom.

The purchases from the United States are $13,000,000 more than during the same period last year. If the present rate is maintained the imports from the United States during the present fiscal year will exceed those from Great Britain by over $170,000,000.

J. P. Downey Resigns

TORONTO, Aug. 5. — Joseph P. Downey, member of the Ontario Legislature, has sent in his resignation to the speaker, Hon. Thomas Crawford, who had informed the Pre-

Dr. Downey had been given the appointment of the Asylum for Idiots at Orillia by Hon. W. J. Hanna, subject to the approval of the cabinet. All are willing that Mr. Downey should have the berth with the exception of Sir James Whitney, who is opposed to the principle of appointing members of the House to positions and opening up constituencies.

The new position is worth $2,800 per year with house and supplies and is regarded here as one of the best in the gift of the government. The announcement of Mr. Downey's resignation will be made at once.

C. P. R. Earnings.

The earnings of the C. P. R. for the past year amounted to the enormous sum of $95,000,000 and gave a surplus ow $27,000,000.

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ANOTHER RAILROAD

From Yellow Head to Moose Jaw.—Sir Wilfred Will be Asked to Drive the First Spike

CALGARY, Aug. 7.—"The first spike of the Alberta Central will be driven by Sir Wilfrid Laurier on Aug. 10, and the work will be put through as early as possible."

So said J. Carlyle Moore of Red Deer, director of the Alberta Central Railway, which has a charter for a road from Moose Jaw to the Yellow Head Pass, and which is beginning on construction work at once.

The company has the best grade of any heading for the Yellow Head Pass.

Mr. Moore is on his way to Ottawa to look after the interests of this road in the controversy between Red Deer and the C. N. R. and says that the directors of the Alberta Company cannot see why another company is to be allowed to come right on the grade that took them two years to find out, and zig-zag across their line without opening up any more new country.

Mr. Moore also strongly contradicted a rumor that the Alberta Central was a C. P. R. road.

"It has no connection, corporate or otherwise with the C. P. R." he said. "The road is being built by the Alberta Central Company is being financed by it alone, and the report that the C. P. R. is connected with it in any way is absolutely without foundation. Such report is either a malicious false report or the result of gross ignorance and lack of knowledge, which could have been set right by a simple question."

Mr. Moore also stated that work on the grading of the line west and south of Red Deer is being pushed along, and would be continued as long as weather conditions permitted.

NOVEL SUICIDE

Sailor at the Soo Jumps from High Tower

SAULT STE. MARIE, Mich. Aug. 8.—Riley Johnston, a sailor, committed suicide in a most sensational manner last night. With hundreds of onlookers powerless to interfere he jumped to death from the 375 foot tower of the Great Lakes Radio Telegraph Co. on Hill Heights.

Johnston went to Hill Hights early in the evening and gave evidence to residents that he was demented. When he started to climb the tower the police were notified, and when they arrived he was up 130 feet. Officers endeavored to persuade him to come to the ground but as this was unavailing one of them started up after him. "If you take another step I'll jump down on you," shouted Johnston. "I am here to kill myself and you cannot stop me."

The officers below threatened to shoot and were met with the reply to "Shoot and be d———." Persuasion failed to bring him down so the offiicers and the crowd sat down for an all night watch.

"You know why I am up here," he shrieked down, "and now I'm going to jump."

He then went to the very peak of the tower, and in a tone of voice that appeared to express satisfaction, he screamed "It's all off now," and with that he dropped.

His body hit the ground with a sickening thud. One or two heart beats were noticed, then all was over. Examination showed that nearly every bone in his body was crushed or broken to powder. A Lake Seaman's card showed him to be a member of union No. 1563 and that his home was in Chicago.

For Long Life.

SPOKANE, Wash. Aug. 5.—"I have been working on the theory for two years, and if I live two years more and am in good condition I am going to live to be 102 years of age," said Judge E. H. Sullivan of the Spokane county superior court. "Moreover," he said, "I believe that members of the human race will live to be 400 or 500 years old in time."

Judge Sullivan, who is 60 years of age and as straight as an arrow, ascribes his physical and mental vigor to exercising regularly, drinking plenty of water and breathing pure air. He said: "The matter of life is mainly a question of renewal. Barring accidents, if we take care of ourselves and don't give up we should live many years longer than we do at this time. Old age is nothing more than fear ignorance and giving up. There is no need for old age in the body. Just keep the joints springy and the blood pounding through the veins and arteries and the body will renew. My rule is to drink more water than the foodstuffs I seat and walk as much as possible."

Cure for Leprosy.

HONOLULU, Aug. 6.—Drs. Brinkerhoff and Curry, and Mr. T. Hallman, of Honolulu have succeeded in isolating the germs of leprosy. This is taken to mean, it is announced, the ultimate discovery of a cure for the disease. The doctors are attempting to make toxin from the bacteria. Experiments at the leper station will soon be made.

Minard's Liniment used by Physicians.

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THE WHEAT SUPPLY

A Big Deficit Reported---The United States, France and Russia Fall Much Behind Last Year

The marked interest n the part of the grain trade which for the last few weeks has been chiefly centred in the probable outcome of the spring wheat crop of the United States and Western Canada, has begun to wane. People get used to the contemplation of any one phase of a world-wide prospect, as other features develop and force themselves on the attention of those interested. Thus during the past week the eye of the trade has been turned on the deficiency of the French crop, the lessening prospect for the Russian wheat crop, and the surmise as to what the aggregate world's crop of 1910-11 may turn out to be.

France and Russia's Crop Small

An offical estimate of the French crop just issued makes it only 287,000,000 bus., compared to 360,000,000 bushels last year. The wheat requirements of France run to about 340,000,000 bushels per year, so that a shortage of only 50,000,000 bushels, as between crop and requirements would imply the necessity of importing about that amount. Only once in a long while does France need to import wheat on a liberal scale for domestic consumption, but when it has to do so it naturally has a very strong influence on the international breadstuffs market. Another leading feature is the lessened prospect for the yield of the Russian crop.

Last season, 1909, Russia raised its record crop, about 785,000,000 bushels, and out of it exported 212,000,000 bushels, against an export of 91,000,000 the previous year and 65,000,000 bushels in 1908. This season it has recently been estimated that Russia will fall short of last year's production by 160,000,000 bushels. A recent advance estimate of the world's aggregate crop for 1910-11 puts it at not over 3,000,000,000 bushels, against 3,600,000,000 bushels last year.

Worlds Wheat Crop Light

With the crop shortage in the United States, Canada, France and Russia, it seems possible that the world's crop will be much under last year's, which was the world's record wheat crop. For five years previous to last year the world has been raising large crops of wheat, but the increase in consumption has been so steady and large that notwithstanding large crops, reserve stocks became practically exhasted a year ago.

Last year's large crop has afforded abundance for a time at least, but if by any chance, the coming crops in Australia and Argentine should partially fail the same as the spring wheat crops of the United States and Canada have done, then next spring and summer the prce of wheat the world over will be higher than we have seen it since the Leiter boom in 1898. In saying this we do not mean that there won't be bread enough and to spare for all the world, but nowadays, commercial intelligence is so enlarged and widespread, that the farmer on the western prairie can, if he chooses, hold back his wheat, and market it when the price suits him. It has been thought that with the large world's crop of 1909-10, which up to two months ago seemed likely to be followed by another large crop for world's crop of 1909-10, which up to two months ago created, that prices were bound to fall back to a lower level than we have had since the summer of 1908.

Broke the Law.

SARNI, Ont., Aug. 8.—In the case of 12 charges against the Grand Trunk by Inspector Herbert for violating the immigration laws, evidence in which was taken up to ten o'clock on Saturday night, a verdict was rendered which imposed a fine of $50 and costs in each case. The evidence showed that the man had been supplied with the money necessary to enable each to show $25 to the immigration officers at Sarnia and gave receipts at Port Huron tunnel station. The money was given back by the men at the Sarnia station after they had passed the immigration inspector. Out of the fourteen men who were included in this manner the inspector secured the arrest of thirteen and the fourteenth one, Ogle Thorpe, has not been secured. In view of the fact that the men had been under arrest for three days they were allowed to go on suspended sentence and were escorted out of the country by the immigration officer.

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NOTICE OF SALE.

UNDER AND BY VIRTUE of the conditions contained in a certain contract for the sale of goods which will be produced at the time of the sale, the following chattels are offered for sale on Tuesday the 23rd day of August, 1910, at the hour of 3.00 o'clock p.m., at the warehouse of Gaar Scott & Company, Regina, Saskatchewan, subject to a reserve bid:

One 25 H. P. Gaar Scott double Engine No. 13744.

Dated at Regina, Sask., Aug. 4, 1910.

GAAR SCOTT & COMPANY

—19-20

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One 36x60 Sawyer-Massey Separator.
One 25 H. P. Sawyer-Massey Engine.
One Hawkeye Feeder.
One Sawyer-Massey Stacker.
One Gaar Scott wood tank.
One Saw Mill.

Dated at Regina, Sask., Aug. 4, 1910.

GAAR SCOTT & COMPANY

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