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BUILDING.

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THIRTY-ONE KILLED AND SCORE INJURED IN CALIFORNIA WRECK

KILLED.
J. A. Douglass, Hipple, potentate.
R. A. Temple, Reading, Pa.
H. J. Gittelman, Reading, Pa.
L. Roth, Reading, Pa.
Harry G. Miller, Reading, Pa.
G. Gilbertstaff, Reading, Pa.
S. S. Snyder, Reading, Pa.
Louis E. Ellenbogen, Allentown, Pa.
Howard Meyer, Castleton, Pa.
W. D. Wasson, Ispimilla Temple, Buffalo, N. Y.
Thomas Brumback, Reading, Pa.
Chas. F. Henry, Lebanon, Pa.
John W. Cutler, Binghamton, N. Y.
Charles H. Loring, Pullman conductor, Buffalo.
Alonso R. Rogers, Pullman conductor.
G. W. Austin, New York agent for McCann's tourist company.
John Lacey, negro dining car waiter.
R. W. Sweeney, negro dining car waiter.
George F. Hagerman, Reading, Pa.
Richard Esick, Reading, Pa.
Benjamin Stoltz, Reading, Pa.
Harrison Hendel, Reading, Pa.
Oliver T. Kauffman.
Mrs. Wm. Esick, Reading, Pa.
Mrs. S. Snyder, Reading, Pa.
Mrs. Stoltz, Reading, Pa.
Mrs. Lewis N. Ellenbogen, Allentown, Pa.
Mrs. John W. Cutler, Binghamton, N. Y.
Mrs. Henry J. Fisher, Cleveland, O.
Miss Cora Young, Cleveland, O.
Mrs. Brumback, Reading, Pa.
Miss Loring, Buffalo, N. Y.
Mrs. L. Ellenbogen, Allentown, Pa.

road runs for a hundred miles north of Santa Barbara. The locomotive turned a somersault into the sands. The cars piled on the wrecked locomotive, and the coaches were crushed and took fire. The flames were soon extinguished by uninjured persons from the two rear coaches.

Bodies at Santa Barbara.
As Honda is isolated it was not until to-day that definite information of the wreck could be obtained. The bodies of twenty-five victims are now 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 the sanatoriums at San Luis Obispo.

Was Going a Terrible Speed.
The wreck occurred at 2:30 o'clock, one hour and forty-five minutes after the convalescists' visitors, forming a merry party, left Santa Barbara. They had spent all morning there sight seeing.

That the train was making terrific speed when it struck the defective track is borne out by the fact that it covered the 61 miles of crooked track from Santa Barbara to Honda in one hundred minutes.

Dining Car Occupants Killed.
The locomotive in leaving the rails tore up the track, badly twisting the steel rails. The baggage car half buried itself in the sand beside the locomotive. It was smashed almost to kindling wood. The dining car, in which were 32 persons eating lunch, bounded into the air and fell directly on the demolished locomotive. Nearly every person in the dining car was instantly killed. Scores were scalded by steam escaping from disconnected pipes.

Several Roasted Alive.
The rear coaches were hurled into the wreckage, killing or injuring those who might otherwise have escaped. Several persons pinioned in the debris were roasted alive. Engineer Frank Champlain was pitched with the cab twenty-five feet beyond the engine. He got up and ran a mile seeking help, before he discovered that his arm was broken and that he was severely scalded.

Dining Car Attendants Escaped.
Only two of nine men composing the dining car crew are dead, one remainder, though they were cooped up in the narrow kitchen and pantry, suffered only cuts and bruises. The last call for luncheon had been issued but few minutes before the disaster. Rajah Temple of Reading, Pa., had the last car on the train, and the two women members were the last to escape almost unharmed from the wreck of the baggage, being hurled through the roof to the yielding sands of the beach. He wandered dazed about the streets to-day asking mournfully, "How did I escape? Why should they die and I live?"

Wife a Victim.
Henry J. Fisher, of Cleveland, went with his wife and Miss Cora Young to the baggage car just before the wreck. The two women members were the last to escape almost unharmed from the wreck of the baggage, being hurled through the roof to the yielding sands of the beach. He wandered dazed about the streets to-day asking mournfully, "How did I escape? Why should they die and I live?"

Dragged Out, Only To Die.
A. D. Wasson, of Buffalo, was eating at a corner table within six inches of the hot water tanks. When the rescuers noticed his position they dragged him from the wreckage and he was taken to the hospital. He died after a few minutes' suffering.

DR. MCINTYRE RETURNS HOME

Back to S'cona from the Ard
uous Duties of last Winter's
Session at Ottawa

Dr. McIntyre, the popular Federal representative for Strathcona, arrived home Sunday night from Ottawa. The doctor, despite the fact that he has worked hard during the fire and a half months' session, is looking in excellent health. While it is a matter of pride to him that he is the representative of the largest rural constituency in Canada, still to properly press at Ottawa the needs and demands of the 61,000 people of this riding is a task that is not an easy one. But Dr. McIntyre did not shrink the duty that lay before him and one of the fruits of his labor is that his name is inseparably connected throughout Western Canada with the reduction of railway passenger rates to three cents per mile—a boon that will be highly appreciated by the residents of this fast growing country.

Refused Their Aid.
George Hagiman of Reading, Pa., refused the aid of his brother nobles after they had dragged him fatally hurt from the wreck. "I am dying," he said, "go and help the women."

Almost Saved Her.
Sander Donbold of Cleveland worked heroically but unavailably to save the lives of two women pinioned beneath the burning dining car. Burrowing his way into the smoldering, splintered wreck, Donbold, with a hose he had wrenched from a coach connection, poured water from an adjacent tank on the debris and extinguished the flames. Then he cut away the broken timbers that held her fast and took Mrs. Wm. Esick of Reading, Pa., from the ruins. She was begging piteously for relief when he reached her. As he lifted her from the wreckage a stream of boiling water spurted over his head. Women passengers sought to remove her upper garments, but fainting when the flesh was exposed, she died. Donbold was unable longer to endure the harrowing sight.

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NEW YORK STOCK COMMENT

Reports of Warm Weather in Spring
Wheat Belt Causes Setback in
Wheat—Interstate Commission
Report.

New York, May 15.—There was a short-lived period of excitement in the stock market today. This followed the appearance of a published abstract purporting to give the substance of the forthcoming report of the interstate commission on the results of the Harriman inquiry. Professional operators seized with avidity on today's publication and forced a rapid decline in prices, led by Union Pacific itself. Both the wheat and cotton absorbed a large share of the speculative activity. Forecasts of warmer weather in the spring wheat belt seemed to have a conclusive influence in forcing back the prices of wheat. The persistent liquidation in the wheat market had its influence on the cotton market, and there were comprehensive recoveries from the early declines before the market broke on the Harriman report. The effect of that factor was modified when the recommendations described were said to be not yet adopted by the commission itself. The late recovery of the market was due principally to covering of short contracts. Delay was and Hudson was subjected to some further severe pressure, as an outgrowth of the dispute at the stockholders' meeting yesterday, and of intimations of a coming bond issue by the company. Some of the metal and mining stocks showed strength on account of trade conditions. There was no important changes in the money conditions. Bonds were heavy. Total sales per value \$1,004,000. United States bonds were unchanged on call.

INHABITING THE UNINHABITABLE

Settlers are Finding Their Way
Into the Great Last
West.

Winnipeg, May 10.—Considerable interest is felt here in the various reports of settlement being extended into regions once thought uninhabitable. On the subject of the proportion of the area of the west which is fitted for human habitation, Ernest Thompson Seton, when here recently, expressed the conviction that settlement would be made in districts four hundred miles to the north of any existing or contemplated railway. A report is made from the heart of the Rocky Mountains to the effect that a considerable number of cars of settlers' effects were delivered during the past nine months at Salmon Arm, a station on the main line of the Canadian Pacific railway, about half way between Banff and the coast. A similar number of cars of settlers' effects were delivered in the same interval at Kamloops.

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It's a mighty comfortable feeling to know, that the carriage you buy is a Tudhope.

Because you get the Tudhope guarantee. And the Tudhope guarantee is backed by a firm that has been making carriages in Canada since 1855.

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TUDHOPE CARRIAGES.

Try an Ad. in the Semi-Weekly.

THE STANDARD OF STYLE For Gentlemen is

Lovely Brand

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Many wall papers contain arsenic and lead, which are fatal to health. ALABASTINE is an absolutely sanitary wall paper. Being composed of innumerable small crystals, ALABASTINE allows the air to circulate right through the wall and destroy all disease germs—your walls will actually breathe. Write us for a free copy of our pamphlet on "Arsenic in Wall Paper," also our "Decorative and Stencil Catalogue." For 10c we will send you a copy of our handsome book, "Homes, Healthful and Beautiful," containing many new ideas for the decoration of your home. Alabastine is sold by hardware and paint dealers everywhere—a 5 pound package for 50 cents.

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The Sense of Security

A Man likes to feel that if his building burns down he has sufficient insurance to replace him. In the same way the business man likes to feel that he has gone to all the expense necessary to produce a good grain crop, he has a machine which will successfully harvest it. We suggest the well-known McCormick binder as being a machine which will do this work with the greatest certainty. No grain is too tall or too short, too heavy or too light, or too tangled for the McCormick—this machine will work successfully in any field where a binder can be operated. The McCormick has triumphantly stood the test of time, and today represents the highest attainment in the manufacture of harvesting machines. This machine is a triumph of structural strength combined with compact solidity and correct style. The symmetrical design and the excellence of its work in the harvest fields of the world have made the name McCormick a household word in every country on the globe. When mounted on the binder truck the

SECURITIES.

New York, May 15.—Close; prime mercantile paper 5 1/2 per cent.; sterling exchange firm at 46.30 to 46.35 for demand, and at 45.35 to 45.40 for sixty days bills. Posted rates, 484 and 487. Commercial bills, 483 1/4. Bar silver, 65 5/8. Mexican dollars, 16 1/2. Government bonds steady. Railroad bonds heavy.

LOANS AND CALLS.

New York, May 15.—Money on call steady, highest 2 1/2 per cent., lowest 2; ruling rate 2 1/4; last loan 2 1/4; closing bid 2; offered at 2 1/2; time loans dull and steady; sixty days 3 1/4 to 4 per cent.; and ninety days 4 to 4 1/4 per cent.; six months 4 1/2 to 4 3/4 per cent.

FALL WHEAT AT MACLEOD.

Macleod, May 15.—Fall wheat in most parts is looking very well, but in other places it is thin and did not pass through winter so well. As a whole, the fall wheat will make a better showing than last season.

Miscellaneous.

Rosin firm, strained common to good, 490. Turpentine weak 45 to 46.12. Pig iron firm; copper dull. Lead dull. Tin dull. Straights \$45.00 to \$44.00. Spelter dull.

Coppers.

\$44.00 to \$45.—Copper stocks were unusually quiet today and price generally showed a slight decline from yesterday. The market was decidedly slow and lacking in animation.

AWAY WITH FUNDS.

Brandon Official Mysteriously Absent—So Are Funds.
Brandon, Man., May 15.—City Assessment and Publicity Commissioner Marrow is mysteriously absent from the city and has been gone several days. He has in his possession a household word in every country on the globe. When mounted on the binder truck the

CANADIAN BRANCHES: Calgary, London, Montreal, Ottawa, Regina, St. John, Toronto, Winnipeg, INTERNATIONAL HARVESTER COMPANY OF AMERICA, CHICAGO, U. S. A.

CANADIAN BRANCH OF SWIFT & CO. TO BE ESTABLISHED IN EDMONTON

An immense packing plant, the largest in Canada, and one that will compare favorably with many of the larger plants in the United States, will shortly be established in the East end of the city on the ground comprising 20 acres in all, which was secured last fall by a number of American capitalists identified with Swift & Co., of Chicago.

The property is located south of the Port Saskatchewan trail and east of the new city park. In connection with the arrangements for the commencement of the building operations H. W. Adams, J. Leonard, W. A. Hoffman and Warren Berkhart, all connected with Swift & Co., Chicago, are now in the city and will remain for some time.

Plans have been accepted for the work and calls for its completion by September of this year.

A big force of men will be required and work has already been commenced on the first building, which will be 122,160 feet in size, seven stories high, and of heavy brick walls, with cement cellars and foundations.

The building requires one and a half million of brick for the outside and dividing fire walls and the several acres of land are being laid out for the use of the sellers and buyers.

In connection with the yards will be a large killing capacity and at first will be able to dispose of at least 500 hogs, cattle, sheep, and will be in a position to handle 5,000 each day as soon as the country can produce that quantity.

The plant will also handle all the eggs, poultry and butter, that the farmers can produce and will pay cash on delivery for all purchases.

Such a concern as the one contemplated has done much in the making of several of the big cities of the United States and there is no reason why Edmonton should not profit greatly by the advent of this business.

Its success depends upon the size of the product that the farmers supply. With abundant material there is not reason why Edmonton should not become the Chicago of Canada.

TO BE ESTABLISHED IN EDMONTON

Alfred Deakin, the premier of Australia, has no chance of proclaiming the Japanese menace to Australia's vital problem.

Sir Robert Bond, premier of Newfoundland, contrary to expectations, succeeded in getting the Newfoundland fishery question before the conference today. Sir Robert moved a resolution to the effect that if the home government failed to support the colonies in carrying out local statutes, but suspended or abrogated them at the instance of a foreign power, this act would constitute a serious infringement of autonomous rights.

Colony Not To Be Fettered.
He urged that the assent of the crown should be given to the act of 1906, that the colony should not be fettered by any modus vivendi in carrying out laws approved by it, and the home government should proceed to define the rights of American citizens under the treaty of 1816, which he declared Newfoundland did not want to limit in any way, she merely sought justice.

Relief Must Be Given.
Sir Robert pleaded earnestly with the Earl of Elgin, secretary of state for the colonies that "if we lose the fishing industry, we lose everything. Unless you do something for us, something to enable us to retain the means of subsistence, we shall starve."

Sir Robert Indignant.
Upon the Earl of Elgin replying to the effect that the government was unable to do anything for the Newfoundlanders jumped to his feet and exclaimed: "This is a gross humiliation and neglect, where you would not dare to offer to a colony powerful enough to be able to give effect to its resentment. It is most unjust, and I repeat again that you are deliberately neglecting us for the sake of American interests."

Then, gathering up his papers, Sir Robert quitted the room without uttering another word.

All the newspapers were in agreement with the spirit of the resolution, and in full sympathy with the case as presented.

NEWFOUNDLAND'S PREMIER QUILTS CONFERENCE.

Associated Press Despatch.

London, May 14.—The Imperial Conference wound up to-day, not a great deal having been accomplished during its sitting. Coming with high hopes of a preferential trade scheme and elaborate programmes for imperialistic legislation, the colonial premiers have succeeded in pressing up on the British government only a few minor projects.

NO BUTTER OR EGGS EXPORTED.

London, May 10.—The following list includes the total imports from Canada for the month of April. It will be noted that neither butter or eggs appear in the list.

Cattle, 5,362 £ 92,318
Wheat, 319,400 112,690
Wheat, meal and flour 155,300 96,863
Pigs, cwts., 8,220 5,024
Bacon, cwts., 67,113 183,320
Hams, cwts., 6,975 25,558
Cheese, cwts., 11,501 36,853
Total £550,645

The total exports for Canada for the month were £5,262,267.

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