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FORTY-SEVEN KILLED;
FORTY-FIVE BURNED UP

Terrible Head-on Collision on Baltimore & Ohio Railway

Emigrant Train Going Forty Miles an Hour Crashed Into Freight and Cars went Over Embankment—Victims Pinned Down Roasted Alive—Thirty-eight Were Injured, Many of Whom Will Die—Carelessness the Cause of the Disaster.

Chicago, Nov. 12—More than one half the passengers on an immigrant train on the Baltimore & Ohio road were killed and injured in a collision today with a freight train near Woodville (Ind.). One hundred and sixty-five passengers were on the train. Of these forty-seven were either killed outright or were burned to death in a fire that broke out in the wreckage immediately after the collision. The names of the dead will probably never be known, as for five of the bodies were consumed in the flames or were so badly burned that identification will be on the question. Thirty-eight persons were injured and several of these will die. Eighty others escaped unhurt, but lost nearly all their baggage and clothing.

The disaster was caused by a blunder of some employe of the railroad company, but just whose blame has not been determined. The passenger train, which was loaded with Russian Jews, Slovians, and Poles, had recent arrivals in this country, and bound for Chicago or places to the west, was the second section of a through train from Baltimore. The engine of the freight on instructions received from Woodville, waited at a siding at Babcock (Ind.), to allow the immigrant train to pass.

It is reported that the engineer of the freight had not been informed that the passenger train was running in two sections; the other is that the first section of the passenger train carried no lights or signals of any kind, indicating that a second section was close behind. As soon as the first section of the immigrant train had passed the switch at Babcock the freight, in charge of Engineer Burke and Conductor Most, started eastward.

A light snow was falling, which increased the darkness of the early morning, and as the freight was rounding a sharp curve just west of Woodville, the second section of the immigrant train came in sight. The short distance away, tearing toward Chicago at the rate of forty miles an hour. The two trains came together with unslackened speed and, in the crash, passenger coaches and several freight cars were knocked into kindling wood, and together with the locomotive, went rolling down the ten-foot embankment. Fire broke out almost immediately in the wreckage, and although a number of the injured were saved by the desperate efforts of the train crew and surviving passengers, the greater part of the bodies were pinned down in the debris and burned to death. The flames spread through the wreckage so rapidly that it was impossible to save a number of people who were only slightly hurt, but were held fast by

HOW LIFE OFFICIALS
WOULD CHANGE THE
INSURANCE LAW

(Special to The Telegraph.)
Ottawa, Nov. 12—President Burke, of the Canadian Life Insurance Officers' Association, this evening presented a memorial outlining the changes which should be made in the insurance law.

The first recommendation is that "legislation to secure adequate publicity of each company's business would prove most beneficial than legislation of a restrictive or prohibitive character." The practice in Great Britain is quoted in support.

It was recommended that hereafter policies must state the non-observance and enforcement regulations.

That the investment clause of the insurance act be widened and that in future companies with federal charters may invest in public debentures of Canada or any province of a y other country, of school or municipal corporations in bonds of companies secured by mortgage to trust companies or other assets of such companies or the debentures of companies in existence for three years of stocks of companies which have paid dividends for three years preceding the purchase.

No company to invest in its own or other life insurance company's stock.

Investment to be allowed in life, endowment or other policies, in mortgage and real estate generally and in any securities accepted by the treasury board as deposits from insurance companies.

They asked that the act be changed so life companies may buy up to 10 per cent of the bonds and stock above mentioned, on real estate and leasehold property.

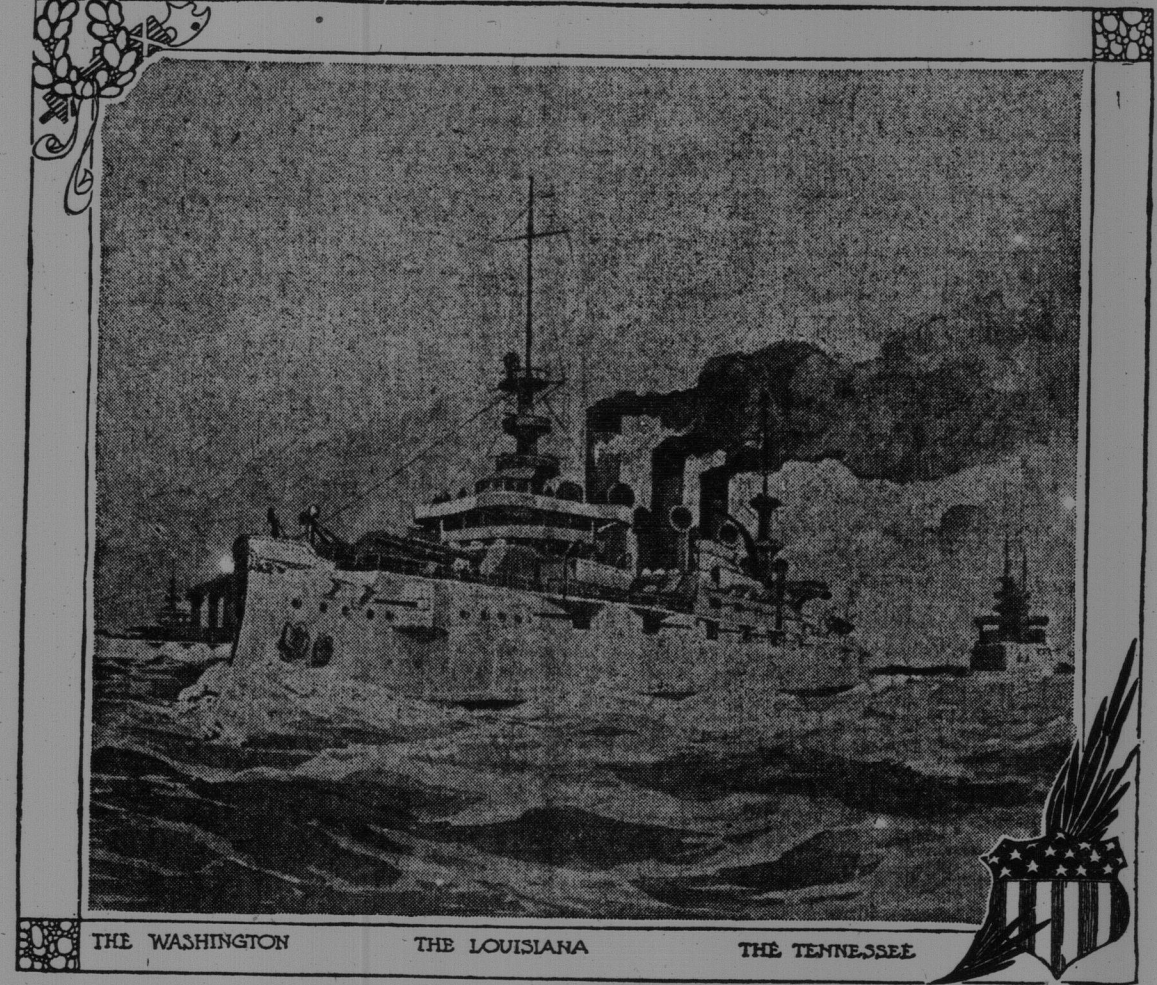
It was recommended that relating be prohibited.

Canadian companies would not object to a gain and loss return to the government, but it would be so objectionable to British companies they might withdraw from Canada.

It was recommended that the government statement form be revised to produce more detailed reports as to income, expenditure, assets and liabilities.

It was recommended that the principle of net premium value be insisted upon, but a company may deduct from its re-

PRESIDENT ROOSEVELT'S FLEET NOW
BOUND FOR PANAMA



ROBIN AND CAMPBELL
TELL OF LAND DEALS AT
INSURANCE INQUIRY

Premier of Manitoba Denies Former Private Secretary's Evidence About Transactions With Foster and Union Trust Com any—Attorney General Also Differs With Pritchard's Testimony.

(Special to The Telegraph.)
Ottawa, Nov. 12—Premier Roblin and Attorney-General Campbell, of Manitoba, were the star witnesses at the insurance commission today. Their evidence was not lengthy, but in each case it was of an exceedingly interesting character. Neither of the witnesses was subpoenaed, they appeared on their own account to make some observations on the evidence of a former witness, A. W. Pritchard, who was an employe of the Manitoba government for twenty-two years, and who had the honor of being treated by both political parties to a greater extent than a private secretary to Hon. John Norgay, and was retained as private secretary to Premier Greenway, and acted in a similar capacity to Premier Roblin. Mr. Pritchard filed those positions in addition to being accountant of the department of agriculture.

Premier Roblin made some explanations as to the evidence given by Mr. Pritchard, but admitted that he sold the Swin River land and got \$500 by way of commission. The premier knew that there was twenty-five cents an acre going to the seller, but he could not say to whom, unless Pritchard got it. The latter had told him that he did not.

Attorney-General Campbell admitted that he got \$1,000 about the time of the sale of the Carrot River land, from Pritchard, but it was given to him for services rendered.

Asked to enumerate these services, he said that he had written two letters to the Union Trust Company to straighten out the sale, and had received two or three telegrams in connection with the same. There were other services, but they had no connection with the matter under review, he would not say what they were unless the chairman should rule otherwise. Some of the services were prior and some of them subsequent to his getting the \$1,000. As to what he had done with the \$1,000 he had no recollection. It was, no doubt, placed in his private account.

Premier B. in.

The commission met at 4.30. Premier Roblin was examined by Mr. Tilley.

"You were beneficiary," said Mr. Tilley, "for the Swin River lands sold by Mr. Whittall and sold to the Union Trust?"

"I was," was the reply.

"What are they called?"

"The Swin River lands."

"You have seen the evidence given by Mr. Whittall and Mr. Pritchard in regard to that transaction?"

"I have."

"You have something that you would like to say?"

"Yes, I have nothing to say in regard to Mr. Whittall's evidence."

"Then as to Pritchard's?"

"Mr. Pritchard is incorrect in some particulars. He says, for instance, that I knew that Mr. Foster had bought 40,000 acres of land in the Carrot River district. I never knew of that sale until I heard of it in evidence before this commission."

"Did you know that he bought land at any time?"

"Never knew that he was dealing in lands at all."

"You never suggested that he should see Mr. Foster?"

"No, never."

"Did you not tell him to go to Toronto?"

"Never."

"Well, just state to the commission how it came that he was offering your lands for sale."

DESPERADO CAPTURED IN
ST. JOHN ESCAPES AGAIN

Minot Francis Breaks Away from Bridgewater, Maine, Prison

Negro Scaled the Walls and Took to the Woods, Afterwards Returned to Town, Stole a Horse and Wagon and Drove Off—Sergeant Baxter Arrested Him After Hard Tussle for Crime Committed on the Border, and for Which He Got Sixteen Years.

Thomas, Me., Nov. 12—Minot St. Clair Francis, the colored desperado, who made a successful escape from the Massachusetts state farm at Bridgewater a little more than a year ago, bolted from the convict line at the state prison this afternoon and then climbing a fence, made to the woods and at 6 o'clock tonight had not been apprehended. Every available man from the state prison was immediately ordered out to capture Francis and a number of officers were also pressed into service from this city.

At the close of work in the harness shop this afternoon the men were found in line to march back to their cells. When about half way to the prison Francis suddenly darted from the line and disappeared around the corner of a building. His escape was not noted for a few minutes, and when an alarm was raised he had disappeared. From several sentences on the wall and the conduct pipe in its side, it is believed that he reached his freedom by agile climbing. Traces were seen leading in the direction of the woods, but before his pursuers could follow them any distance darkness shut down. Lanterns were procured and word was sent to local police as well as to the authorities of all the neighboring towns. Within an hour a posse of a hundred men, well armed, were endeavoring to pick up the trail of the fleeing desperado. It was planned to continue the search all night.

The country in this vicinity is not thickly settled and there is a fairly good chance of a man keeping under cover in the woods until starved out. There is also a possibility that a person might hide for some length of time in the workmen's shanties of the different parishes.

The prison authorities tonight were very frank in admitting the necessity of capturing Francis as soon as possible and they will spare no effort to that end.

Captured in St. John.

Francis and William Phelps, who was his companion in escape from the Bridgewater State farm, were sentenced to state prison here last spring for sixteen years for larceny and entering a building at Red Beach (Me.), and shooting the watchman, James B. Owen, on January 15, 1906. Both men were subsequently arrested in St. John (N.B.), three days later, and brought back to this state for trial.

About four months previous to the Red Beach robbery, or on September 17, 1905, Francis and Phelps, who had been sent to the Massachusetts state farm from the Massachusetts state prison, scaled the wall surrounding the institution at Bridgewater,

with the assistance of three other convicts and ran into the nearby woods. A greater part of the mass portion of the community in Bridgewater and the surrounding towns searched for nearly a week for the negro. He was seen several times and once went into a game house where he threatened to kill the occupants if he was not given food. Later he was seen in the woods within a few miles of the Bridgewater institution, but evaded capture.

Nothing more was heard of him until the Red Beach robbery and his subsequent capture in St. John.

Francis came to the state prison here in February last, although not sentenced until April. He was employed in the harness shop and had been carefully watched every day.

Stole Horse After Escape.

Francis' escape was as sensational as his hasty exit from the Bridgewater State farm. In getting out of the prison this afternoon he was forced after climbing up the conductor to jump over a wall lined with long iron spikes. The leap was more than six feet, but he landed safely on another wall and from there reached the ground. He was some distance from the prison when he was seen running away by the guard. The light was poor, but one of the guards turned his rifle on Francis and fired two shots, neither of which took effect.

Three or four hours after the escape, it was discovered that Francis had come back to the city and had stolen a horse and wagon, two persons seeing him drive off. An effort was made to follow up the tracks of the wagon but at 11 o'clock tonight the horse was still at large.

Warden Norton, of the prison, tonight offered a reward of \$100 for Francis dead or alive and a dispatch was sent to Washington for authority to increase the amount, Francis being under sentence here as a government prisoner, as the building which he broke into at Red Beach contained a post office.

Francis and Phelps were arrested here by Sergeant Cox, Baxter and Pollock. Totten on the occasion of the negro's last escape from custody. Baxter and Totten encountered the negro near Market square and cleverly captured them on suspicion. There was an attempt to escape on the way to central police station, but it was fruitless and since some of the United States officers took the prisoners away, Sergeant Baxter, who personally caught Francis, expected the reward which was offered, but it has not come.

Strathcona's Secretary Intimates That Desirable Settlers May Be Aided—Mr. Just Likely to Be Re-instated.

(Special to The Telegraph.)
Montreal, Nov. 12—A special London cable says: Are we on the eve of a delayed transportation for emigrants? In some remarks made at a public meeting in Clapham by Mr. Griffiths, secretary to the high commissioner, he thought he might possibly foreshadow interesting developments in that direction, and said it was tragic that while the fertile prairie west cried out for workers, thousands were unemployed or partially unemployed. Fifty years hence our descendants would scornfully dwell upon our timidity and foolishness in the treatment of this problem. It ought to be possible for every desirable unemployed man and family to procure state defrayed transportation to whatever part of the empire he desired to labor, of course under a proper system of selection in order to reach every British man and woman within the boundaries of the empire.

It is believed in well-informed circles that Mr. Just is about to be reinstated in the government emigration service here. Mr. Just himself says he has no information and no official confirmation is obtainable, but his reinstatement is now almost certain. It will be remembered that Mr. Just was suspended by Mr. Preston for disclosing to the government at Ottawa what Just believed to be Preston's irregularities in connection with the government printing contracts here. Just's reinstatement will be the natural sequel of the evidence taken by the parliamentary committee at Ottawa last session.

To Boom Bryan.

New York, Nov. 12—At a meeting of the Commercial Travelers' Anti-Trust League today, President William Hoge gave an address advocating Wm. J. Bryan as the next Democratic candidate for president and urged the Democratic clubs to work in behalf of Mr. Bryan.

It was voted that a committee be appointed to consist of 5,000 Democratic commercial travelers to be known as the "Traveling committee."

Decision About Winter Mails.

Indications Point to C. P. R. Expresses Coming Direct to St. John in Any Event, and Allans Call at Halifax.

(Special to The Telegraph.)
Ottawa, Nov. 12—The question as to whether there is to be any change in the contract for carrying the British mails to and from Canada has not been finally decided but it looks tonight as if the contract will have to be lived up to.

It also looks as if the C. P. R. Express steamers are going to go direct to St. John mails or no mails. In that case the mails will have to go back to the Allans, as there seems to be a growing disposition here to have all the mail steamers call at Halifax, as already arranged for. The post office department was endeavoring to get the matter straightened out this afternoon but has not yet succeeded in doing so.

Sir Wilfrid Laurier and Mr. Fielding were looking into the question and the department will be officially advised tomorrow. But as already said the outlook is that the present contract will stand.

Nova Scotia Schooner Badly Battered.

Lunenburg, N. S., Nov. 12—(Special)—The schooner R. W. Smith, Capt. Genest, arrived at this port in a disabled condition last night after a very rough passage from Sydney. The schooner was bound for Bridgewater with a cargo of coal but lost her mainmast and all her sails except the foremast during the recent gale, which necessitated her making the nearest port for repairs.

Amberst Men Injured.

Amherst, N. S., Nov. 12—(Special)—Dorcy White, an employe of Silliker & Co., Ltd., while at work on the Two Bars new building, fell to the basement below this afternoon, breaking his arm and otherwise seriously injuring himself.

Sleighting at Chatham.

Chatham, N. B., Nov. 12—(Special)—There is about four inches of snow on the ground and it is still snowing. Runners have taken the place of wheels.

Beginning Next Wednesday, the Great Serial now to be Published for the First Time—"The Meshes of Mischance"