

TRAINS COLLIDE IN FOG

Twenty-Five People Killed on the Quebec Express.

A despatch from Rutland, Vermont, says: Twenty-five persons were killed and thirty injured in a wreck on the Boston and Maine Railroad at West Canaan, sixty miles north of here, at 4.26 o'clock on Sunday morning. It was a head-on collision between a freight and passenger train, the latter being bound from Quebec for Boston. The majority of the killed were French-Canadians.

The cause of the accident, according to a statement given out by the railroad officials here, was the misunderstanding of orders sent to the crew of the freight. An original order had been issued giving this freight a clear right of way north out of Canaan, but this order was rescinded by a second one, which called for the freight taking a siding at Canaan and allowing the passenger train the right of way. In some unexplained manner the orders were confused, the freight crew getting the first one and going on through Canaan, while the passenger train got a clearance from White River Junction, Vt., on the north. The two trains came together in a dense fog. So thick was the fog that the engine crews of both trains say they did not get sight of each other until they were only 200 feet apart.

Both engine crews escaped by jumping, the engineer of the passenger train spraining his ankle. Both trains were going at high speed, the freight on a down grade of fifty feet to the mile. The impact was terrific. The engine of the passenger train telescoped the baggage car, day coach and part of a smoking car. The engine and six cars of the freight were piled in a heap.

NEARLY ALL CANADIANS.

The greatest loss of life occurred in

the coach of the passenger train, the coach immediately behind the baggage car. The occupants of this coach were for the most part French-Canadians bound for Manchester, Nashua and Lowell to work in the mills, and en route from Sherbrooke.

The accident occurred in a sparsely settled section, and there were no places to care for the injured. With the arrival of the wrecking trains a lot of the injured were hurried to Concord. Two more seriously injured were taken to the hospital at Hanover.

ALL KILLED IN ONE COACH.

The occupants of a combination smoking car and sleeper on the rear of the train escaped with only a shaking up. Those in the first coach behind the baggage car were all killed. This car crumpled like paper when telescoped by the baggage car and engine, and escape for the occupants was impossible.

Those on the train that escaped injury at all and many of those slightly hurt pitched in and worked hard in doing all that they could for the injured that were pinned in the wreck. A fire that started in the wreckage was quickly put out, and also women worked heroically in chopping and tearing at the wreckage in an effort to release the injured pinned in the debris. The wrecked passenger train left White River Junction at 3.45 o'clock in the morning. She was 45 minutes late. Her being behind time is responsible for the shifting of the orders. The freight train was on time. The collision occurred on a straight stretch of track. Had the morning been clear, the engine crews would have seen each other and very likely the wreck would have been averted.

RAILWAY WORK DELAYED.

Government Road Cannot Procure Steel for Viaducts.

A despatch from Toronto says: The construction of certain viaducts on the Temiskaming & Northern Ontario Railway has been delayed owing to the lack of steel. One of these viaducts is at Wabi and another at Waynabeg. A severe rainstorm caused a landslide at Taylor's Creek, south of Englehart, last week. The scarcity of labor, too, has kept work back. Men can receive excellent wages working in the mines and with prospecting parties. The recent miners' strike has not improved the labor situation any, since any kind of labor commanded high pay at the mines.

BIGGER TURBINE STEAMER.

Ship Builders Already at Work on New Boat for White Star.

A despatch from Belfast says: The shipbuilding firm of Harland and Wolff admit officially that they are at work upon plans for a White Star Line steamer that is to be bigger than the Lusitania. The keel of this vessel is to be laid in a few months, and she will be fitted with reciprocating engines and turbines. According to information received from another source, the new vessel is to be of 40,000 tons register.

JAPANESE PAPERS ARE SATISFIED

Convinced That Canadian Government Can Protect Aliens.

A despatch from London says: An article which appears in the Jiji Shimpo, of Tokio, says: "Regret has already been expressed by the Canadian Government, coupled with assurances that measures will be taken to prevent similar incident in future. A royal message has even been sent to the Dominion authorities with reference to the matter. All this furnishes the clearest evidence that the Japanese have sympathy in official quarters. Moreover the power of the Dominion Government over individual States is greater than that of the Washington Government, and the Canadian police are more efficient than San Francisco's. There is therefore every reason to believe that the fullest protection will be given to our compatriots in Vancouver."

The Hochi Shimbun urges the necessity of taking effective steps for the protection of Japanese abroad. The Kokumin is gratified at the fact that the Japanese, youths and men, have shown themselves capable of self-defense in whatever corner of the world they may be, and expresses appreciation of the attitude of the British authorities and newspapers. The calmness with which the news of the mobbing was received is mainly traceable

to Japanese confidence in British friendship and justice.

SHOWING HER GOOD WILL.

The Morning Post remarks about the statement that Japan would voluntarily limit immigration into Canada: "In thus refraining from demanding her pound of flesh Japan is showing her good-will in a more convincing way than another power which, while exploiting its friendship for a kindred nation, habitually claims two pounds for every pound guaranteed by treaty."

ARRIVALS OF JAPANESE.

A despatch from Ottawa says: Reports received at the Department of Trade and Commerce show that during the month of August the Japanese arrivals at Victoria were 390, of whom 351 were males. Of these 102 proceeded to the United States. In addition to the above there were 226 arrivals who did not land, being en route to the United States; three en route to other parts of Canada, and three en route to other countries. During the first seven days in September 395 Japanese arrived at Victoria, 102 of whom proceeded to the United States. Many more are under advisement with the immigration authorities and may go to the United States.

LEADING MARKETS

BREADSTUFFS.

Toronto, Sept. 17.—Ontario Wheat—No. 2 white, 87c to 88c, outside. Manitoba Wheat—No. 1 northern, \$1.05½ to \$1.06. Corn—No. 3 yellow, 72c to 75c; No. 3 mixed, 74c. Barley—No. 2, 55½c; No. 3 extra, 53½c to 54c; No. 3, 50½c to 51c. Oats—Manitoba No. 2 white, 46c to 47c on track, at elevator; No. 2 mixed, 45½c. Peas—Nominal at 75c for No. 2. Rye—No. 2 nominally, 70c. Flour—Ontario very strong; 90 per cent. patents in demand at \$3.45 to \$3.50; Manitoba, first patents, \$5.25 to \$5.40; seconds, \$4.60 to \$4.80; strong bakers', \$4.60 to \$4.70. Millfeed—Bran, \$22; shorts, \$24 to \$25, outside.

COUNTRY PRODUCE.

The butter market is firm, with prices about the same as a week ago. Creamery, prints . . . 21c to 25c do solids . . . 21c to 22½c Dairy prints . . . 21c to 23c do solids . . . 19c to 20c Cheese—Large quoted at 12½c and twins at 13c in job lots here. Poultry—Live chickens quoted from 9c to 11c, and hens from 7c to 8c. Potatoes—Market is steady at 65c to 75c per bushel. Baled Hay—Prices steady at \$14 to \$15, in car lots on track here.

PROVISIONS.

Dressed Hogs—\$9.25 for lightweights and \$8.75 for heavies. Pork—Short cut, \$22.75 to \$23 for barrels; mess, \$22 to \$21. Lard—Firm; tierces, 12c; tubs, 12½c; pails, 12½c. Smoked and Dry Salted Meats—Long clear bacon, 11c to 11½c for tons and cases; ham, medium and light, 15c to 15½c; heavy, 14½c to 15c; necks, 16½c to 17c; shoulders, 10½c to 11c; rolls, 11½c; out of pickle, 1c less than smoked.

MONTREAL MARKETS.

Montreal, Sept. 17.—The local flour market is strong. Choice spring wheat patents, \$5.50; seconds, \$4.90; winter wheat patents, \$4.65 to \$4.75; straight rollers, \$4.25 to \$4.35; do, in bags, \$1.95 to \$2.10; extras, \$1.65 to \$1.75. There is a stronger feeling in the market for oats, and prices further advanced ½c per bushel. Sales of car lots of Manitoba No. 2 white were made at 50½c to 51c per bushel, ex-store.

The butter market is firm at the recent advance. There is no improvement in foreign demand, and only jobbing local trade is passing in choice townships creamery at 22½c to 22¾c. Prices in the local cheese market are being firmly maintained at the recent advance. Finest western at 12½c to 12¾c, townships at 14c to 16c.

Provisions—Barrels short cut mess, \$2 to \$2.50; half-barrels, \$1.25 to \$1.75; clear fat back, \$2.50 to \$2.45; long cut heavy mess, \$20.50 to \$21.50; half-barrels do., \$10.75 to \$11.50; dry salt long clear bacon, 10c to 11½c; barrels plate beef, \$14 to \$16; half-barrels do., \$7.50 to \$8.25; barrels heavy mess beef, \$10; half-barrels do., \$5.50; compound lard, 10½c to 10¾c; pure, 11½c to 12½c; kettle rendered at 13c to 13½c; hams, 12½c to 15½c, according to size; breakfast bacon, 14c to 15½c; Wind-or bacon, 15c to 15½c; fresh killed abattoir dressed hogs, \$9.25 to \$9.50; alive, \$3.35 to \$6.50.

BUFFALO MARKET.

Buffalo, Sept. 17.—Wheat—Spring, No. 1 northern c.f.f., old, \$1.10½; new, \$1.09½; No. 2 red, 99c. Corn—Firm; No. 2 yellow, 72½c; No. 2 white, 68½c. Oats—Firm; No. 2 white, 54½c; No. 2 mixed, 51c. Barley—Nominal.

NEW YORK WHEAT MARKET.

New York, Sept. 17.—Wheat—Spot, market easy; No. 2 red, \$1.01½; No. 2 red, \$1.02½ f.o.b. afloat; No. 1 northern Duluth, \$1.14½ f.o.b. afloat; No. 2 hard winter, \$1.02½ f.o.b. afloat.

LIVE STOCK MARKETS.

Toronto, Sept. 17.—Trade was good and prices of cattle were steady at the Western Market to-day.

Buying was about steady in export cattle. Prices were steady at \$4.90 to \$5 for good; \$5 to \$5.25 for choice, and \$4.50 to \$4.90 for medium and light.

Picked butchers' cattle, \$4.50 to \$5, fair to good butchers' cattle, \$3.75 to \$4.50; common butchers' cows, \$3 to \$2.50; good cows, \$3.25 to \$3.75 per cwt. Light stockers were dull at \$2.75 to \$3 per cwt. Heavy feeders sold at \$4 to \$4.50 per cwt.

Grain-fed lambs were easier at \$5 to \$5.50; and export ewes sold at \$4 to \$4.40 per cwt.

Hogs were 10 cents lower. Prices were—Selects, \$6.15, and lights and fats, \$5.90 per cwt.

HINDUS NOW EXCITED.

Clamoring for Protection From British Government.

A despatch from London says: Advances from Lucknow state that the incidents at Bellingham and Vancouver have greatly aroused the indignation of the Hindus, who are calling on the British Government to take effective measures to protect their countrymen in the United States and Canada.

Mr. T. A. Snider has been appointed County Treasurer of Haldimand.

LUSITANIA MAKES RECORD

Average Speed Per Hour Still Held by the Kaiser William II.

A despatch from New York says: A new steamship record between a European port and New York was made by the Cunard Line's new giant turbine ship, the Lusitania, which arrived here on Friday. The Lusitania left Queens-town, the nearest trans-Atlantic port to New York, at 12.10 p. m., Sunday and arrived off the Sandy Hook Lightship at 8.05 a. m., Friday, making the time for the trip 5 days and 54 minutes. This is 6 hours and 29 minutes better than the previous Queenstown-New York record of 5 days 7 hours and 23 minutes, held by the Lucania of the same line. While the Lusitania has made a new record for the time a passenger is actually on board ship, she has not beaten the average speed per hour record, both the Kaiser Wilhelm II., which has made 23.58 knots per hour from New York to Plymouth, and the Deutschland, with a record of 23.51 knots per hour to Plymouth, have been better time. The Lusitania's speed per hour on her maiden voyage is estimated at 22.87 knots per hour.

DAILY BEDECKED.

The new ship was decked with flags and bunting when she made her appearance off Sandy Hook on Friday morning, her four big red funnels lending color to the picture which was marred by the prevailing haze.

Her passengers lined the railings and crowded the different decks of the large vessel, waving handkerchiefs and American and British flags. The marine observatory stations on shore dipped their flags in salute, other vessels in the lower bay blew their whistles in greeting and the Lusitania blew an engine was constantly lowered and raised again in acknowledgment of the reception given her. She steamed slowly up

the bay for the new Ambrose Channel, dug especially for vessels of more than 29 feet draught, or more than 600 feet in length, and which she will be the first to use in entering the port of New York.

FROM LAND TO LAND.

The explanation of the apparent conflict in the statement that while the Lusitania has made the speediest passage from land to land, she has not broken the speed record, lies in the fact that she travelled over the shortest course, the distance from Southampton to New York being 2,823 miles, while from New York to Cherbourg, the course travelled by the Deutschland, when she made her fastest run, is 8,034 miles.

In 1903 the Deutschland made the voyage from Cherbourg to New York in five days eleven hours and fifty-four minutes over a course of 3,034 miles at an average speed of 23.15 knots.

PILOTAGE FEES.

There was much speculation yesterday as to whom the honor of piloting the big liner would fall, for there is to be no partiality shown, and the men must go out in their turn as the liners come in. The pilotage fees will undoubtedly be the largest ever paid, ranging from \$161, should the liner show a draught of thirty-three feet, to \$167 for a draught of thirty-four feet.

LUSITANIA'S LOG.

The log of the Lusitania gives her time of passage as 5 days and 54 minutes, and her time of arrival off the Sandy Hook Lightship as 8.05. Her average speed was 23.01 knots per hour and the day's runs were 5 miles, 556, 575, 570, 593 and 483 to the lightship, a total distance of 2,782 miles.

KILLED BY LIVE STREET WIRE.

Wife and Children Saw Harvey Hill Meet Death.

A despatch from Niagara Falls, Ont., says: Harvey Hill, foreman of the municipal electric light plant, came to his death on Saturday night in an unaccountable manner and under particularly sad circumstances. He had taken his wife and three children for a drive, and coming to one of the pole boxes on Ferry Street, in the south end of the city, he saw that the light was out. He alighted to adjust it, and as he raised his hand to the pole, his wife and children were startled to see him fall, and, on going to his assistance, they were horror-stricken to find him stone dead. There were no marks of electrical burning on the body, and it is possible that his death was due to heart failure, but the generally accepted supposition is that some high voltage wire had come in contact with the incandescent light wire, giving it a voltage sufficient to cause death. The incandescent circuit carries only 150 volts, which in itself would not cause a fatality.

COLLISION AT CAYUGA.

Wabash Freight Crashes Into Rear of Standing Train.

A despatch from Cayuga says: A west-bound Wabash freight train, running light, smashed into another Wabash train standing near Cayuga station on Friday morning. The latter train was waiting while the engine got water. Engineer Elliott and Fireman McMullen of the light train jumped and received serious but not dangerous injuries. The locomotive was badly crippled. The caboose and two cars of the waiting train were smashed into kindling wood. The advancing train had a clearance order to St. Thomas, and is said not to have been flagged. Wrecking gangs from St. Thomas and Niagara had the track clear by noon. The train employees are St. Thomas men.

WHEAT CROP SUFFERS.

Recent Frosts Have Done Much Damage in the West.

A despatch from Winnipeg says: The situation in regard to the crop of the Canadian West is critical, and extremely hard to pronounce upon. There have been three heavy frosts during the past week, but these have not been general throughout the entire West. Northern Alberta and Northern Saskatchewan have suffered most severely owing to the large percentage of extremely heavy crops in these sections. Speaking generally it will be impossible to estimate the damage until the actual thrashing returns are at hand.

In justice to those farmers who still hold a considerable amount of last year's wheat, it should be stated that the last frosts have reduced the prospect for good milling wheat from the crop of 1907 at least thirty-five per cent.

MUCH RAIN IN THE NORTH.

Assertion of Surveyor Working in Northern Ontario.

A despatch from Toronto says: "Rain has been so excessive that everything is full of water to overflowing," writes Thos. Fawcett, of Fort William, to the Survey Department. He has been engaged in surveying blocks 1, 2, 3 and 4 of the territory on the "Soo" branch of the National Transcontinental Railway, which comprises a part of the land grant from Ontario to the Grand Trunk Pacific Railway. Each block of land is 18 miles long by 6 miles wide. The party has been continually wading in water in places that are usually solid ground. Of the character of the land in question, the surveyor says that block No. 1 is rolling and heavily timbered on the last six miles. Block No. 2 is mostly timbered with spruce, tamarack, birch, poplar and pine.

An attorney was charged in a Chicago court the other day with acting for both complainant and defendant in a case which was being tried.

TOTAL CROP OF THE WEST

Estimated at One Hundred and Ninety Million Bushels.

A despatch from Winnipeg says: A total grain crop of 190,000,000 bushels, including wheat 80,000,000 to 85,000,000 bushels; oats, 87,500,000; barley, 18,500,000, and flax, 1,300,000, is the estimate the retiring President of the Winnipeg Grain Exchange, W. J. Bettingen, gave for the west at the annual meeting of the exchange on Thursday afternoon; and of its monetary value he said it would probably yield a larger return than any former harvest. John Fleming

is the new President. Mr. Bettingen in his address stated that in 1905 the total area under grain cultivation in western Canada was as close as can be estimated 5,910,000 acres. In 1906 this had grown to the enormous total of 7,830,000 acres, or an increase of about 23 per cent. in a single season. Owing to the backward spring and other natural causes, the increase this season will not be so phenomenal, but viewed in the light of the usual natural conditions prevailing this year they are fully as satisfactory.