

SIR WILFRID WOULD NOT TYRANNIZE OVER MINORITY

Sir Wilfrid Recalls the Franchise Act Crammed Down the Throats of the Minority in 1885—Refuses to Do to Others as They Did to Him—Judges to Allocate Names in Manitoba and Prepare Lists in the Unorganized Districts.

By a Staff Correspondent.

Ottawa, July 3.—The bill to amend the election act came up again today for a second reading, was debated throughout the day, the clauses run over in committee, several being left standing for consideration.

In moving the second reading the minister of justice announced an amendment to replace clause one. Speaking in support of this amendment the minister said it was a concession to meet the views of the gentlemen opposite in a measure.

Perhaps the best thing that he had before him was that of Manitoba, which had had its bill, but it had never been passed through his department, that the minority should not be tyrannized over by the majority.

He had said on the opposition side in process when the franchise act was crammed down their throats against which they were quite as strongly opposed as the opposition of today to the present measure.

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CLAIM JUMPER LOST LIFE.

White Caps Take Jno. A. Hayes' Life and That of His Daughter.

Culbertson, Mont., July 2.—White Caps killed a claim jumper and his daughter this morning. The dead are John A. Hayes and his eldest daughter, aged six.

The claim where the shooting occurred is occupied by Walter Legg, a bachelor. During his absence Mr. Hayes family moved their camp, and the claim jumper occupied the Long claim. This happened several months ago, and since both claimants occupied the same tract, quarrels were frequent. On July 7th a party of unknown men notified the Hayes family to leave the country, under threats of violence, within twenty-four hours.

At the expiration of the time they were given to leave the Hayes family returned the fire and was killed, while another bullet struck the daughter, Mrs. Hayes and four children survive.

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APPROVE ALL RED ROUTE PROJECT

Premier's Resolution Passed by Parliament—Scheme Opposed by Opposition.

Ottawa, July 9.—In the House of Commons this morning, the All-Red Line resolution was moved by the Premier. The resolution commends Canada to assume a fair share of the necessary financial obligation and declares that the colonies should, with an little delay as possible, agree upon a definite plan to be submitted to the Imperial and Colonial parliaments.

Sir Wilfrid Laurier expressed the view that the establishment of this line would make Canada the highway between Europe and the Orient. The competition to be held via the Suez Canal and via San Francisco. The Suez route, he pointed out, takes twenty-nine days to get to San Francisco, it was about the same.

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BONI 'STEALS' HIS CHILDREN

Takes Advantage of Mme. Gould's Despair for Love.

Paris, July 9.—Under sensational circumstances, Count Boni de Castellane has just obtained possession of the two boys awarded by the French courts to the mother, Mme. An. Gould, at the time of the pair's divorce.

Boni is ready to go to any length to keep the children and the proceeds of their sale. He has just obtained possession of the two boys awarded by the French courts to the mother, Mme. An. Gould, at the time of the pair's divorce.

Learning of the projected removal, Count Boni immediately drove to Versailles in a motor car. He there secured a decree gave him the right to keep the children one month every year. Although the legal date of this visit is still remote, it is stated that Boni was so urgent in his demands that he frightened the tutor, who was forewarned of the coming of the Count. The children were hurried to the waiting automobile and it is understood they are now in the keeping of Boni's agents.

The article calls attention to what it terms the reserved attitude of Count de Castellane and the seatings of Prince de Sagan. It recalls the recent interview in which the prince announced his intention to consent to live on \$300,000 annually, and expresses the hope Mme. Gould's relatives will save her from an "unpleasant experience" on the streets was adopted.

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TRAINS COLLIDE AT MEDICINE HAT

Seven Deaths Result—Operator's Mistake Cause of the Disaster.

Medicine Hat, July 9.—Locomotive 702, running light from here to Coleridge, to meet the Spokane flyer, had a head-on collision with the morning passenger train from the Crow's Nest at 8:20 this morning. The passenger train was just entering the yards two hours later.

The light locomotive was driven off the tracks, the baggage and mail cars of the passenger party telegraphed and, with the engine, rolled into the ditch.

Engineer James Nicholson, Fireman Howard Gray, Baggageman Archibald, passengers Jas. Shaw and Duncan McEachern, were instantly killed. Engineer Thos. Twelvey, Conductor Mallette, Brakeman Leonard Black and Expressman Vicars, were seriously injured. Seven other passengers are in the hospital.

Nicholson pulled out of the local track shortly after eight o'clock, accompanied by Fireman Harry Thompson. His orders were to meet the east-bound Spokane flyer at Coleridge and make the run from that point to Moose Jaw. The morning Crow's Nest division train was at this time running into the city from Coleridge on the following crew: Conductor Mallette, Leonard Black, brakeman, Rolt, Twelvey, engineer, Howard Gray, fireman, W. J. Archibald, baggageman, C. Vicars, express messenger, Messrs. C. Vicars and Peol, mail clerks. The collision took place on the elevated track just in front of the Pruitt brick yard property.

A homesteader named Hinckman was just about to cross the track from the south side and was in such a position that he could see both trains and avoid each was blocked from the view of the other by the high cut bank around the track. The engine, however, was on the curve at this point. He waved frantically to Engineer Twelvey and the latter apparently realized his danger, as he sprang back and reversed the engine. Just as he appeared at the cab door again the two engines met and the details of all steam and electric settled over the wreck for some minutes. When it cleared away engine 702, of the Spokane flyer, was seen forced back off its own track and the whole front of the boiler head was torn off.

Cars Rolled Into Ditch. The express car on the Crow's Nest train had been partly telegraphed by the engine, and it fell into the ditch through the mail and baggage car, and tourist car. All three cars rolled into the ditch, with the locomotive, which was forced to scrap iron by the impact.

Harry Thompson, fireman on 702, ran up to the yard with the news. Engineer Nicholson, after walking up the road from the wreck, as was also Howard Gray, fireman of the Crow engine, Baggageman Archibald was also instantly killed when his car was telegraphed.

The two passengers who were killed were J. Shaw and D. McEachern, of Bow Island. Both men are well known in Medicine Hat. McEachern having been employed on the steamboat last summer. They were sitting opposite to one another in a tourist car but were found lying together beneath the wreckage. Shaw having evidently been thrown out of McEachern's car.

Two Other Victims. These were all who were killed outright, but during the afternoon, Engineer Twelvey, who was in the hospital, both died of their injuries. Brakeman Black's condition is considered serious, his jaw being broken. Fireman Thompson, after walking up to the city, had to go to the hospital with a badly scalped leg.

The passengers who are in the hospital are: Samuel Abdul, of Lethbridge, leg broken; Philip Menage, rancher, of Taber, bruised. Expressman Vicars was also in to have his wounds dressed, but is able to go out.

The mail clerks escaped serious injury in a manner which is nothing short of miraculous. How any one could come out of the pile of wreckage is a wonder. Several more of the passengers received injuries of a more or less serious nature.

Engineer Nicholson had received his clearance papers from Operator Ritchie at Medicine Hat. Ritchie has not been seen since the accident. An inquiry is being held tonight.

Tribute To Victims. Medicine Hat, July 10.—The city flags flew at half-mast today, and business is practically suspended, as a tribute to the victims of yesterday's wreck. All the men were well known in the city, and Messrs. Nicholson and Twelvey being active in civic affairs and prominent in the board of trade. Operator Ritchie, who is supposed to be responsible for the disaster, is now known to have driven south for the boundary a couple of hours after the accident. The first session of the inquiry was held last night, when the bodies were viewed. Then it adjourned for a week.

Wants Fleet to Welcome Americans. London, July 9.—A special despatch to the Times from Wellington, New Zealand, notes the disappointment that the British fleet could not participate in the welcome to the American fleet. It adds that Commander Crutchley, secretary of the Naval League, states that he does not view this with pleasure because Great Britain ought to receive the Americans with an equal force of warships otherwise the comparison will be to Great Britain's disadvantage.

Rumor of Elections in November. Halifax, July 8.—Rumor is current here among well-informed politicians that the Dominion house will dissolve in the autumn, but the present session, and the elections will be held the second week in November.

REMAINED IN THE AIR FOR TWELVE HOURS

Count Zeppelin's Airship Breaks All Records For Dirigible Balloons—Giant Craft With Crew of 14 Made Average Speed of 34 Miles an Hour.

Friedrichshafen, July 2.—Count Zeppelin yesterday once more set world records for dirigible balloons. The ship remained in the air twelve hours, traversed the greater part of the Imperial German Empire, and visited Zurich, Winterthur and Lucerne, attaining an average speed of thirty-four miles per hour. The airship displayed splendid qualities of maneuverability, and answered the slightest movements of the helm, while its stability was quite up to the greatest expectations.

In the most desirable manner, almost a dead calm, the airship was manned by a crew of fourteen under the leadership of Count Zeppelin, and made the ascent with the bows toward Lake Constance, at an altitude of a thousand feet. Telephone messages from Friedrichshafen and other towns reported the airship's progress. The giant craft remained ten minutes hovering over Zurich and the lake, and then vanished from view at a rapid rate in the direction of Lucerne.

The Fourth's Victims. Chicago, July 5.—Reports received from all parts of the country show fifty-six persons killed and maimed, and many more injured by various instruments for making noise on the celebration of the signing of the declaration of independence.

Chicago's death list rose from two in 1907 to twelve this year, and this city leads in the number sacrificed in the country.

The cities in which four of July deaths occurred were Chicago twelve; Philadelphia, ten; Boston, two; Gannessburg, Pa., two; Rice Lake, Wis., two; Cleveland, ten; Pittsburg, one; Missouri, two; Harrisburg, Pa., two; New York, 6; St. Louis, one; Tacoma, Wash., one; Indianapolis, one; Leominster, Mass., one; Battle Creek, Mich., one; Boston, one; Springfield, Ohio, one; Milwaukee, Wis., one; Kansas, one; Sunderland, Mass., one; Penn Yan, N.Y., one.

Two Drowned at Innisfree. Overloaded Boat Upset at Birch Lake and Seven Thrown Into Water.

Innisfree, July 6.—Henry Magin and Charles Kenyon, of this place, lost their lives on the east side of Birch Lake yesterday afternoon by the upsetting of their boat. They, with five others, were crossing from the mainland to an island, and the boat,