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The Semi-Weekly Colonist.

VOL. L. NO. 215 — VICTORIA, B. C TUESDAY, JANUARY 19, 1909 — FIFTIETH YEAR

CHILD IS FOUND IN REGGIO RUINS

Little Boy Rescued Alive By Soldiers After Being Imprisoned Twenty Days

EARTH SHOCKS CONTINUE

Number of Killed in Messina is Now Estimated at Ninety Thousand

Reggio, Jan. 16.—Another miraculous rescue has taken place, resulting from the discovery of a five-year-old boy after having been interred since Reggio was overthrown. This is stimulating the efforts of rescue parties in their search for others who may still be living. The boy is the son of a porter who made his own escape but believed his boy must be dead. After seeing the ruins of his house he did not even search for the boy, but a woman passing the wrecked house a few days after the earthquake said she heard a person cry. It soon ceased, however, and the woman with her sister went to Naples.

Returning to this place and hearing of wonderful escapes, she drew the attention of Col. Corapi, who was in charge of a relief party, to the porter's house, which was little more than a heap of stones and dust. The soldiers examined the wreckage and called out a number of times. After a breathless suspense, a faint sound was heard, unmistakably human. This was enough, the soldiers attacked the debris with fierce energy, and within a few hours a small opening was made through which a fireman entered.

In a moment he returned and passed through the opening a little boy, who not only was conscious but showed few signs of privation. He was taken to a hospital, where he has become the pet of all and a little hero, the women declaring that he was saved by a miracle, as the child persists in saying that throughout he was fed by his mother with bread and oranges. The mother, however, was killed on the day of the earthquake. The whole neighborhood is already proclaiming that this is the first authentic miracle and their strong belief is inciting the soldiers to continue their search.

Shocks Continue

Messina, Jan. 16.—Earth shocks continue here, but fortunately they are slight, and have done no further damage. Seven babies were baptized today, which event was celebrated as the return of the city to life. The archbishop of Messina officiated at the ceremony. The United States battleship Illinois left here today for Malta.

An official estimate of the dead in Messina as a result of the earthquake on December 28, made by Stuart Lupton, the United States Vice-Consul on behalf of the American embassy, places the number at 90,000. Mr. Lupton estimates also that there are today still ten thousand people in the city. The work of getting information concerning individuals who were in Messina at the time of the earthquake is extremely difficult, as there are undoubtedly tens of thousands under the ruins and other tens of thousands have scattered themselves throughout Sicily and the peninsula. The people still in Messina are camped out in the outskirts, and it has been impossible to take any census.

The bodies of the American consul, Arthur S. Cheney, and Mrs. Cheney, were found in the ruins of the American consulate at Messina yesterday afternoon by the sailors of the battleship Illinois which arrived at Messina yesterday from Suez.

Relief Ship Arrives

Palmero, Jan. 16.—The chartered steamer Bayern, carrying relief supplies, arrived here this morning. A big crowd, composed chiefly of refugees from the earthquake district, expecting relief, gathered on the waterfront to see her come into port.

APPEAL FOR FUNDS

Federation of Labor Asks Financial Help in Carrying Cases to the Higher Courts

Washington, Jan. 16.—Determined to press to a final issue the appeals in the pending injunction proceedings against the American Federation of Labor, an appeal was issued today by the executive council of that organization to organized labor, its friends and sympathizers for funds for that purpose.

After declaring that "a most unusual and important epoch has occurred, in which extra funds are essential to carry on the fight," the appeal sets forth the decision of Judge Wright in the contempt proceedings, and states that an appeal has been taken in that case as well as in the original injunction growing out of boycotting the Buck Stove and Range Company. It is declared that should an adverse decision be rendered in either of these appeals, it will be essential to make another appeal to the Supreme Court of the United States.

Surely no member of organized labor or other fair minded men can rest content, the appeal continues, unless the principles involved in these cases are determined by the highest tribunal in the land.

Attell Beats Weeks.

Goldfield, Jan. 14.—Abe Attell knocked out Freddie Weeks in the tenth round of a fight tonight for the featherweight championship. Eddie Graney refereed the fight. Attell knocked out Weeks in four rounds in Los Angeles last October.

Not Affected by Treaty

Ottawa, Jan. 14.—It is announced here that the waterways treaty now pending ratification between Great Britain and the United States will not interfere with the Georgian Bay canal, as that waterway will not divert an ounce of water from the great lakes.

Waterways Treaty

London, Jan. 14.—Regarding the waterway's treaty, the Standard says: "We have apparently decided in Canada's behalf that Canadian suitors shall be compelled to submit to the decision of a joint commission, while United States suitors will find a court of appeal in their senate. Such a provision is extremely unfortunate The day for concessions to the United States or any other power has definitely passed away."

Important Discovery

Amherstburg, Ont., Jan. 14.—A large deposit of silica has been discovered on the Elliott farm near here. Analysis shows that it is nearly ninety-six per cent pure, and with no trace of oil. It is believed that the supply is practically inexhaustible. The discovery will lead to the establishment of a glass factory in this county.

MEAT REGULATIONS

England Has Adopted Stringent Rules As to Meat Importation

London, Jan. 14.—The English local government board announce a new set of stringent regulations, which have just come into force in regard to the importation of boneless foreign meat. The meat comes frozen, chilled, or preserved by chemicals, and consists of scraps, trimmings, chopped sausage meat, or parts of the animal, without bone, in the natural state. It is usually imported in bulk in barrels and boxes, and some of it is classed as "special cuts" and "collops." None of these varieties of boneless meat will now be allowed to enter the United Kingdom, except for re-exportation, without a certificate from the officer of health at the place of landing that they fulfil the conditions laid down by the local government board for their admittance. The conditions are that the pieces of meat must be so packed that each can be separately examined and identified with the part of the carcass from which it is stated to be cut. Fork in portions less than whole carcasses must be certified by a recognized authority at the place of origin to be free from disease at the time of slaughtering, and that it has been packed under healthful conditions.

LIBEL SUIT AGAINST THE NEW YORK WORLD

Washington Correspondents Summoned to Attend the Grand Jury

Washington, Jan. 16.—Six Washington correspondents of out-of-town papers and a local newsboy received subpoenas to appear next week before the national grand jury and give testimony, presumably in connection with statements appearing in the newspapers bearing on the Panama canal purchase.

So far as it has been possible to ascertain the following were the only ones cited: Otto Carmichael, Charles Albert and E. J. Conway, of the New York World staff; James Hornaday, Indianapolis News; Jeremiah Matthews, New York Sun; Harris M. Crist, Brooklyn Eagle, and Wm. Smith, a boy who sells New York papers here.

With the exception of Mr. Crist, who is commanded to go to New York and present himself on Monday morning before the grand jury of the circuit court fo rthe southern district the men are directed to appear before the federal grand jury of the District of Columbia on Tuesday morning. The World staff are also directed to bring with them files of the papers of September, October, November and December, 1908, in the case of the United States vs. the Press Publishing Co., publishers of the New York World. All of the parties interviewed declare that they were wholly ignorant of the nature of the case regarding which they were called upon to testify.

There is no doubt here that the subpoenaes all have to do with a suit for libel which has been brought by the government in New York against the World.

PLEASES SHIPBUILDERS

Prospect of Argentine War Vessels Being Constructed in British Shipyards

London, Jan. 16.—British shipbuilders are elated over the prospect of obtaining contracts for Argentine naval craft, bids for which have been invited. The shipbuilding industry is at a low ebb on account of the depression in the mercantile marine, so that most of the yards are running only part time, and many men are without work.

Argentine proposes to build two battleships, which are to be somewhat stronger than those now being built for Brazil. They are to be of 20,000 tons, and will carry a dozen 12-inch guns. The Argentine government has also asked tenders for several torpedo destroyers.

The republic of Argentine is reported to have made a proposition to Brazil that each government take one of the two ships that the Brazilian government is now building here and cancel the order for a third battleship, thus equalizing the naval preparations of the two countries. Brazil declined to accept the proposal.

To Succeed Judge Spinks

Vancouver, Jan. 14.—E. M. N. Woods, it is understood will be appointed county court judge in Okanagan, to succeed Judge Spinks, who is now ill in California.

All Red Route

Ottawa, Jan. 14—A Melbourne dispatch says: Dr. Goulter's instructions not being definite, he is unable to submit any specific request re the All Red route for consideration of the Commonwealth. Mr. Fisher desires first to receive further information, but he is sympathetic.

DEAD IN WRECK NUMBER TWENTY

Express and Freight Trains Meet on Denver and Rio Grande Road

CHAIR CAR TELESCOPED

Many of the Victims Mangled Beyond the Possibility of Identification

Glenwood Springs, Colo., Jan. 16.—Twenty persons were killed and thirty injured, many of them seriously, in a head-on collision between westbound passenger train No. 5 and an eastbound freight train on the Denver and Rio Grande railroad between Dotsero and Spruce Creek, 22 miles from Glenwood Springs, at 9:36 o'clock last night.

While nothing has been given out as the cause of the wreck, it is said to have been due to a misunderstanding of orders on the part of the engineer, Gustaf Olsen, of the passenger train. Olsen, however, claims that he understood his instructions perfectly, but that he misread his watch, thus encroaching on the time of the freight train, which was being drawn by two big locomotives.

Every available doctor and nurse at Glenwood Springs was hurried to the scene of the wreck, and they were soon at work. The work of rescue was immediately begun. As the bodies were taken from the ruins they were laid side by side on a bier of snow amid the agonized cries of husbands and wives and parents as they searched among the dead for their loved ones, many of whom were mangled beyond all recognition.

A pathetic feature of the accident was the killing of a father, leaving two small children ,the eldest being four years old, the youngest two. The elder boy told a nurse at the sanitarium that his father called him Bennie, and this is all he will say. A fellow passenger states that he learned the family was en route to Grand Junction to visit relatives. It is supposed that Mr. and Mrs. Kettle, who are among the dead, were the parents of these two little ones who are badly injured.

Another sad case was the destruction of an entire family with the exception of an infant of three months. This helpless child was taken care of by a family at Shoshone who intend to adopt the sole survivor of a once happy family.

One of the remarkable incidents was the almost miraculous escape from the ill-fated chair car of a Mr. Stall of Pueblo, Colo., a salesman. Mr. Stall escaped without a scratch, but is tonight on the verge of collapse as a result of the nervous shock. It is expected that at least a dozen others will die from their wounds.

Train No. 5 was made up of an engine, baggage car, mail car, smoking car, followed by a chair car, a tourist sleeper, a ten wheel coach and a full complement of standard sleepers and a dining car. The locomotives are up on end and driven together as one piece. The wheels rolled down into the Grand river, and pieces of machinery are scattered all over the scene of the wreck.

The smoking car was only partly derailed, while the chair car immediately following was completely telescoped by the tourist sleeper. None of the standard sleepers left the track and no one was killed or injured in these cars, most of the dead and injured are being removed from the ruins of the chair car which was split completely in two. It is expected that the wreckage will be cleared away and the tracks opened for traffic again tonight.

The wreckage caught fire immediately after the collision, and a holocaust was avoided by those passengers who were not killed or seriously injured and members of the train crews, who secured shovels and put out the blaze with snow, which is piled in huge banks alongside the tracks.

FAILURE TO AGREE ON FISHERY RIGHTS

Newfoundland Objects to the Terms Proposed by the United States

St. John's, Nfld., Jan. 16.—The United States and Newfoundland have not succeeded in deciding upon the terms of a new fishing agreement now being considered by James Bryce, the British ambassador and Secretary of State Root. Early in the week Sir Frederick Bond, the Premier, will leave for Washington to confer with Ambassador Bryce and Secretary Root. It is understood that the Premier wants the inclusion among the subjects to be submitted for arbitration a number of privileges claimed, which the Americans maintain are absolutely guaranteed under the treaty of 1818.

It is reported that the Americans have filed claims for a large amount against Newfoundland for damages caused by the detention of Gloucester vessels on the west coast during the clash over the colonial regulations. Premier Bond is opposed to allowing the claims or having them submitted to arbitration.

Scarlet Fever in College.

Ithaca, N. Y., Jan. 16.—Scarlet fever is slightly epidemic among the students of Cornell college. Eleven are confined in the contagious ward of the college infirmary.

Farmers' Amalgamation

London, Eng., Jan. 16.—The amalgamation of the Canadian Society of Equity and the Alberta Farmers' association was consummated yesterday. The united body will be known as the United Farmers of Alberta. It will have a membership of 5,000.

Frozen to Death

Kingston, Ont., Jan. 16.—Nimo Curtis, aged 35, a former bartender, living on the Bath road, was frozen to death during last night. His horse and cutter were found nearby, the animal suffering from exposure. It is thought that Curtis in a befuddled condition had been thrown from the cutter and could not get up again.

North Cowichan Council

Duncans, Jan. 16.—North Cowichan municipal election resulted as follows: Reeve, A. C. Aiken, 152, elected; W. Herd, 113. For councillors: Quamichan ward, I. Pitt, 97 elected; Whidden, 47. Somenos ward, Mutter, 56, elected; Middleton, 12; Holmes ,6. School trustees. Mrs. Weilburn, 219, elected; S. Green, 145, elected; J. Lamont, 135.

GREAT NORTHERN PLANS

President Hill Speaks of Building in Manitoba and Through Western Canada

St. Paul, Minn., Jan. 16.—President L. W. Hill, of the Great Northern railway, on being asked regarding the truth of the statement to the effect that the Great Northern railway would invade Winnipeg and etend its line west through Manitoba to the coast, said:

"It has been known for some time that we have acquired about $2,000,000 worth of terminal property in Winnipeg, also that we are asking for a charter from the Dominion government for the right to construct a line from the Canadian boundary into Winnipeg, a distance of about seventy miles. It is not true that we are going to build a line to St. Paul and Minneapolis, for we already run to the Canadian boundary from here. As to the western extension in Manitoba, we have had construction work going on there for some time. There is really nothing new in all this."

UNSOLVED MYSTERY OF NANOOSE FOREST

Search For Missing White Man and Indian is So Far Fruitless

Nanaimo, Jan. 16.—The mystery surrounding the disappearance of William Ington who was lost in the woods near Nanaoose Bay, is as yet unsolved despite the presistent and energetic efforts of various search parties who have scoured the woods in vain for the past week.

Today the Provincial government sent out a party of five men who will go thoroughly over the wooded district between Wellington and the headwaters of Englishman's river. They will remain out four or five days and beat every covert for a trace of the missing man. Parties of nine men have been searching the district almost continuously since it was reported that Johns was missing, but not the slightest clue as to his whereabouts has been obtained.

The mystery is a complete as that of the Indian Sanesette, who, while hunting on Christmas day became separated from his Indian companion and has been missing since.

Regarding the disappearance of the Indian, a report reached the city yesterday that he had been found with a bullet hole in the back of his head. Investigation by the provincial police, however, elicited the fact that the report was unfounded.

Further detail of the unfortunate accident that resulted in the death of John Holden, one of the party in search of the missing man Johns, are now at hand. The accident occurred yesterday about 11 o'clock in a dense brush. Holden and a man named Richards were together, Holden being in front and Richards behind, carrying a 303 Savage rifle. The gun must have caught by the trigger in the thick brush, which they were forcing their way through at the time when the weapon discharged. The bullet struck Holden in the right leg about two inches below the knee. As it emerged it tore everything away from the other side of the leg, making an ugly wound.

Provincial Constable Trawford happened to be in the neighborhood investigating another report and had just reached the cabin when word was brought out of the accident. The constable at once went out to where the wounded man was lying and made arrangements to convey him to the cabin, some two miles distant, over a very rough road. Bandages were tied above and below the wound, and as far as possible the flow of blood was stopped. The cabin was safely reached and a sleigh was obtained to convey Holden to the hospital, which was reached as speedily as possible. By this time Holden was in a very low state from the loss of blood and the shock he sustained. At the hospital his injuries were dressed, and at that time was not considered in any immediate danger, but during the night he gradually sank and expired at two a. m. yesterday morning.

Deceased was only 32 years of age, was a native of England and was a resident of Wellington, being employed in the Glinllan mines. He is survived by a wife and two small children.

Nelson Bonds Sell Well

Nelson, B.C., Jan. 16.—The first official act of Mayor Selous has been to sell the $15,000 twenty-years five per cent. debentures for finishing and furnishing the public school. Yesterday as soon as the votes on the bylaw were counted up Mayor Selous obtained the bids and finally accepted one for 98 and interest net in Nelson. The last school debentures sold at 97 in the spring of 1908, $60,000 worth. The present sale indicates Nelson's good standing, as no attempt was made to get tenders.

CALIFORNIA RAIN BLOCKS TRAFFIC

Destruction of Bridges Near Sacramento Stops Passage of Trains

FLOOD DAMAGE IS FEARED

Town of Oroville Threatened By Breaking of the Power Companies' Dams

San Francisco, Jan. 15.—Beyond the destruction of the Southern Pacific railroad company's bridge at Sacramento and the Western Pacific crossing near there, the damage resulting from the great rain storm which has deluged the central Californian districts for the last week is slight. The danger is now over, however, if the rain continues, though apparently the storm is ceasing.

So far very little of the grain lands in the Sacramento and San Joaquin valleys has been inundated, and the crest of the flood has passed several of the most dangerous points. The principal danger is at Sacramento and Stockton, where an immense spread of farming land will be under water if the levee gives away. Tonight reports from these points are reassuring.

At Southern Pacific headquarters here it is reported that four overland trains are stalled across the American river owing to the loss of the bridge yesterday. The Western Pacific bridge over the American river at Sacramento went out last night so suddenly that the engine and six cars of a gravel train were carried down with it and the engineer lost his life.

The Southern Pacific bridge destroyed is on the main line between Sacramento and Roseville Junction, where the Shasta route to the north branches off. By its destruction and the washing out of a bridge near Marysville, the company has been cut off from all its overland routes tapping this portion of the State, with the exception of its southern lines. A hundred and sixty feet of the long bridge was carried away despite the effort made to hold it by dumping huge quantities of sand over and under it to anchor it to the river bed.

At the offices of the Southern Pacific company in this city this afternoon it was stated that the big dam of the Oroville Power and Water company in Fall River Valley and the dam of the Stanley Power and Water company in the same region, have both given away and released a great quantity of water, which is threatening the town of Oroville.

Eight Trains Blocked

Reno, Nev. 15.—Eight overland passenger trains are blocked between here and Sacramento. Numbers 6 and 10, east-bound, are at Sacramento, and Nos. 5 and 7 westbound, are at Yuba Pass. Nos. 3 and 8 westbound are held at Truckee, while Nos. 1 and 5, westbound are on the way from Sparks to Truckee, and will be held up there. The railroad company has a full force of men at work on the obstructions and railroad officials here confirm the report that it will be at least three days before transcontinental trains will be running from the west.

By Southern Route

Ogden, Utah, Jan. 15.—For the first time in the history of the Southern Pacific, through passenger trains are not running west from Ogden, but are being diverted at this point and sent south and west over the Oregon Short line and San Pedro line to Majave, Southern California, and thence north to San Francisco.

The washouts to the west have caused the Southern Pacific to issue orders that trains arriving this afternoon shall be sent out by the circuitous route via Salt Lake, and the first trains to be affected are No. 1, the westbound fast mail, and the Overland limited. Only local trains will be in operation out of here for a period of four days, according to local officials who know of the extent of the flood and the damage.

SALARY INCREASES OPPOSED IN SENATE

Senator Borah and Others Find Objections of Various Kinds

Washington, Jan. 15.—That the senate amendments to the legislative, executive and judicial appropriations bill, including increases of salaries of the president to $100,000, of the vice-president and speaker of the House of Representatives to $20,000 each, are not to be approved without some opposition, was shown in the senate when Senator Borah of Idaho, first made a point of order against them as new legislation, and then asked that they be allowed to lie over until the amendments are disposed of in order that they may be discussed later. Senator Clay, of Georgia, also asked that all proposed increases of salaries of judges, aggregating $328,500, be dealt with in the same manner.

When later in the day the salary question was reverted to, Senators Kittridge and Hale took opposite views of the parliamentry status of the amendments. Mr. Clay spoke against the proposed increases, which he said aggregated $404,300.

Senator Culbertson said that he proposed at the proper time to offer an amendment making the speaker's salary $18,000.

Comparing the offices of vice-president and speaker of the House, Mr. Fulton insisted that the vice-president being elected by the people and occupying the highest office except that of president, should have a higher salary that the speaker.

Senator Borah, speaking on the amendment and he was opposed to the increase of these salaries and declared that in spite of what had been done in the past the deficit of the government makes such increases of more consequence than heretofore they have been. Mr. Borah's point was still under discussion when the senate adjourned.

Water for San Francisco

Sacramento, Cal., Jan. 15—The assembly adopted today the joint senate resolution introduced by Senator Wolfe at the request of the supervisors of San Francisco, asking congress to grant San Francisco the Hetchy-Ketchy water rights.

ENGINE MEN KILLED

Locomotive of C. P. R. Freight Train Derailed By Snow Slide and Sent Over Embankment

Revelstoke, Jan. 15.—Carrying its engineer and fireman with it, the locomotive of a westbound C. P. R. freight train ran into a snowslide at Three Valley lake at full speed yesterday morning, and leaving the rails, jumped down the embankment and plunged into the lake. It is presumed that both men were pinned in the cab of the engine, could not escape, and were drowned. Three Valley lake is just east of Clanwilliam station.

J. W. Coughlin, the dead engineer, lived in Vancouver.

Several freight cars immediately behind the engine were derailed, but did not fall over the embankment. The slide is reported as being from 30 to 50 feet wide and quite large in volume. It was caused by the comparatively mild weather of the past two days.

Diver James Moore, of Vancouver, has been sent to the scene of the accident. He will make every effort to locate the bodies of the engineer and fireman, and will subsequently work on the recovery of the engine.

German Poet Dead

Berlin, Jan. 15.—The death is announced of Ernest Von Wildenbruch, the German poet and dramatist. He was born in 1845.

START TO REBUILD SICILIAN CAPITAL

Plans Making For New Town—Search For Safe Type of Building

Messina, Jan. 15.—Signs of renewed activity, now that conditions are becoming settled since the earthquake disaster, are noticeable everywhere. Many persons who left the city immediately after the catastrophe are now returning, anxious to start life again, and encouraged by the unanimity of the nation in deciding that Messina, Italy's advanced sentinel between the Ionian and Tyrrhenian seas, shall rise again.

The number of cars transporting fruit, which is one of the leading industries of the city, is increasing, and cabs are being more frequently seen than at any time since the disaster.

Plans are being made for the building of a new town, to be situated on a field a mile distant from the ancient railway station. This plan was adopted in order to hasten the work of reconstruction, for if the clearing of the site and the ruins of the ancient city were undertaken first, more than a year would be required and the undertaking would be difficult.

The type of building which will be the safest in the event of another quake is being discussed. It is remarked in this connection that the only building that withstood the quakes was that of Dr .Cameri. This house was built on a platform of cement, made of hollow bricks, held together by wires. Competitive prizes have been offered for the best project bearing on the work of reconstruction with building material ,the durability of which offers the greatest guarantee of safety.

Rome, Jan. 15.—Rear Admiral Sperry and members of his staff who were received in audience by King Victor Emmanuel yesterday left today for Naples.

GET HIGHER SALARIES

Bill in Congress Provides for Large Increases to the President, Vice-President and Others

Washington, Jan. 14.—The legislative, executive and judicial appropriation bill was reported to the senate today by Senator Cullom for the committee on appropriations. The bill includes provisions for increasing the salaries of the president to $100,000 annually and travelling expenses; of the vice president to $25,000, and of the speaker of the house to $20,000.

Provision is also made for increases in the salaries of federal judges as follows: Chief justice of the supreme court to $18,000; associate justice to $17,500; city circuit judges to $10,000; district judges to $9,000; chief justice of the court of appeals of the District of Columbia to $10,000; chief justice and associate judges of the supreme court of the District of Columbia to $9,000; chief justice of the court of claims to $7,500; associate judges of the court of claims to $7,000.

The provision of the bill increasing the salary of federal judges also includes a re-adjustment of the salaries of other court officials.

Winnipeg Real Estate Deal.

Winnipeg, Jan. 14—The most important real estate transaction of the winter in this city was concluded yesterday in the purchase by the Great West Life Assurance co., of the northwest corner of Lombard and Rorie streets. The site, almost since Winnipeg's beginning, has been virtually the centre of the business district. The company will erect a commodious and up-to-date building for their own use. The cost will be in the neighborhood of $150,000.

MANY ON TRAIN NEAR TO DEATH

Wonderful Escapes of People Who Rode on Wrecked C P. R. Express

MAIL CAR IN THE RIVER

Drivers of Both Engines Killed, While Firemen Jumped to Safety

Vancouver, Jan. 16.—A special train containing the bodies of the two engineers and the injured of yesterday's wreck on the Canadian Pacific near Spuzzum reached Vancouver early this morning. The injured were conveyed to the hospitals. There were twenty, but outside of one or two cases of broken ribs, the injuries consisted of cuts and bruises, with no bones broken. Remarkable good fortune favored the people who were carried over the hill in the smashed cars. Six cars went down the embankment, besides the two engines. The mail and express cars are in the river one hundred yards from the track. The others lie in the intervening space.

The narrowest escape from death after the plunging engines and cars came to rest was that of the three mail clerks, who were within an ace of being drowned like rats in a trap. The mail car was flung farthest down the hill, finally coming to rest in the river itself, where it immediately commenced to fill. Inside the car were R. G. Herbert, F. N. McCrimmon and Frank Burns, all of Vancouver, the last-mentioned being a son of Principal Burns of the Normal school.

The three men were at work when the accident happened, and, as is the custom of mail clerks, they had divested themselves of most of their clothing and were attired only in overalls and undershirts. Picking themselves out of a tangle of mail bags in a hurry—as they could hear the water rushing into the car—the men reached the door and luckily the car was lying in such a position that they were able to open it. By the time they had shoved the heavy door back the car was full of water to within 16 inches at the roof and all were swimming in the ice-cold stream. They grabbed the iron mail-sack catcher attached to the outside of the car and like monkeys swung themselves up the side of the coach out of the water to the roof. Though the roof of the car was angling at 45 degrees the mail clerks were soon on the river bank, wet and shivering but victors in a nerve-trying race with death.

Express Messenger Mason got a severe shaking up.

Climbed the Snowslide

Hooked up together and pulling the train through the heavy drifts of snow were engines Nos. 496 and 841. They were working in a blinding snowstorm and neither engineers or firemen could have see the snowslide responsible for the accident until they were practically on top of it. The train had left North Bend on its run to the coast following the snowplow. It was not a heavy train, being merely a local made up at Medicine Hat to fill a gap consequent upon the fact that two regular westbound express trains were many hours behind time, but snow was falling so heavily that the engineers were running slowly to be on the safe side of danger.

At 12:30 o'clock the engines plunged into a snowbank, 50 feet long and not more than six feet deep at Sailor Bar bluff, just east of Saddle Rock siding and seven and a half miles east of Yale. At the time the train was moving at the rate of about 20 miles an hour, and when the slide was struck she was running on a practically straight piece of track.

The slide contained rocks, and instead of cutting through the bank the head engine, No. 496, with Engineer Clifford Carscadden at the throttle and H. Finnie, fireman, dashed into it a short distance and then mounting the snow left the rails and plunged over the cliff.

Engine No. 841, of which James Foster was engineer and S. F. Cranston fireman, followed the head locomotive in its dive. The couplings between the engines and between them and the following cars failed to snap, and the weight of the giant locomotives pulled the mail, express, baggage, colonist, day coach and tourist cars from the rails and down the enbankment.

Death of Engineers

A mystifying feature of the wreck was the escape of the two firemen with only slight injuries, while both engineers were killed. That the firemen should have escaped is rendered the more remarkable by the fact that they were both on the river side of the engines.

Fireman Finnie of head engine 496, was firing up his engine when it climbed the snowbank. Instantly realizing what had happened he jumped and landed safely before the engine was more than a few feet down the bank. His engineer, Clifford Carscadden, went to the bottom of the hill and was found a few minutes afterwards lying among the rocks outside his cab breathing his last. Almost every bone in his body was broken.

Engineer Foster and Fireman Cranston of engine 841 were both in their seats in the cab and both went with the engine half way down the hill to the point where she brought up. There Cranston was able to jump out and escape, but Engineer Foster was caught and scalded to death.

Both the dead engineers were residents of Vancouver and both were married men.

Queen of Italy Honored.

Vienna, Jan. 16.—Emperor Francis Joseph has conferred the grand cross of the order of Elizabeth upon Queen Helen of Italy in recognition of "her self-sacrificing and heroic labors" in connection with the earthquake.