FORTY-ONE PEOPLE KILLED

And Fifty Were Injured in Passenger Train Wreck Near Corning, N. Y.

A despatch from Corning, N.Y., says: Westbound Lackawanna passenger train No. 9, from New York, due to arrive at Corning at 4.47 a.m., composed of two engines, a baggage car, three Pullmans and two day coaches, in the order named, was demolished at Gibson, three miles east of Corning at 5.25 o'clock on Thursday morning by express train No. 11, due at Corning at 5.10 a.m. Forty-one persons were killed and between fifty and sixty injured. Many of the victims were holiday excursionists bound to Niagara Falls, who had boarded the train at points along the Lackawanna from Hoboken to Buffalo.

The wreck was the worst in the history of the road. Its cause, according to Engineer Schroeder of the express, was his failure to see the signals set against his train. The morning was a foggy one, and he said he could not make them out.

The wrecked train stood on the main track blocked by a crippled freight train. There was no flag out, according to Engineer Schroeder. The signals, which he declared it was too foggy to see, were just around the curve.

Schroeder had taken train No. 11 at Elmira fifteen minutes before. It was a few minutes late. The stretch of track from Elmira to Corning is fitted for fast running, and he was sending his train along at the rate of 65 miles an hour. No. 9 was supposed to be half an hour ahead of him. He never had any warning until he made out the outline of the rear coach of No. 9 through the fog that was crawling up the mountain from the river far below. He saw the lights ahead and threw on the reverse without shutting off the steam.

The jerk threw the train off the track, and the locomotive plunged on a few rods further to splinter the two day coaches filled with excursionists and tear through the last of the Pullmans. Schroeder said that the impact was so great that it threw him from the cab and landed him on his shoulder on the road bed, practically unhurt.

The 100-ton monster continued its plunge through the middle of the train, grinding everything in its path. It seemed as if it would cut through every car. Then when it was finally blocked by a mountain of debris piled in front of it, it remained on the roadbed in the midst of the desolation its plunge had created, while thousands of persons rushed in every kind of vehicle to the scene to lift and pry the dead and injured from the tangled mass of wreckage.

Thirteen of the injured and ten of the dead were taken to Elmira on a special train. The other dead were taken to undertaking rooms in Corning and the remainder of the injured were conveyed to the Corning City Hospital. There a large corps of doctors and nurses worked rapidly and efficiently. All the physicians in the city were summoned, and many ministers and priests were called to administer last sacraments and receive messages for relatives and friends from the dying.

Most of the bodies were badly mangled, their condition testifying to the terrific driving power of Schroeder's engine as it crashed through the fated train. The cars themselves were one heaped-up mass of wreckage, telescoped into each other. The last two cars on No. 11 remained on the track and later were used as hospital coaches.

The people of Corning have opened their homes to the injured who could not find accommodation at the hospital, or whose injuries were too slight to warrant their crowding other persons from the institutions.

DOG SURVIVED TWO MASTERS

Its Barking in Boat Drew Attention to Bodies.

A despatch from Vancouver, B.C., says: Dead from exhaustion and exposure, the bodies of two fishermen were found on Wednesday in a fishing boat off Pender Harbor, 70 miles up the northern coast. The boat was nearly filled with water, but floating sturdily, and a dog, still living, but very thirsty, had strength enough left to bark loudly and attract attention to the boat. To the identity of the two men aboard there is hardly a clue. The elder man was lying in the bottom of the boat. He looked to have been an Englishman of about 45. The other was a lad of 18 or 20, and his body had evidently been lashed by his companion to the mast. The men had not been dead more than a day or two. On the collar of the dog were initials on a brass plate: "G.S.V., D.T.P., 1912, 66."

ANOTHER RAILWAY WRECK.

Twenty-one People Killed on Picnic Excursion.

A despatch from Latrobe, Penn., says: Twenty-one persons were killed and many fatally injured at 4 o'clock on Friday, on the Ligonier Valley Railroad, when a passenger rain carrying picnickers was backing into Wilpen, through a misunderstanding of orders. The accident happened at the Fair grounds. The accident was caused by a double-header freight, which crashed into the rear coach of the passenger train, telescoping several cars. According to latest reports, but one passenger on the train escaped injury.

A colonization road will be built to connect the Frederickhouse and Abitibi Rivers.

100 FAMILIES NEED RELIEF

Regina Is Being Rebuilt----C. P. R. Will Erect 500 Houses

A despatch from Regina, Sask., says: The city officials in various committees have been working ever since the catastrophe with but a few hours' sleep. A complete canvass has been made as to the necessity for relief. Immediate relief is needed for some 100 families, while more will be added to the list later. Many who really need the relief are probably concealing their needs, and will not apply for help unless urged by actual want. Hundreds of other victims of the cyclone are being kept by friends who can ill afford it. A large portion of those whose residences and property were devastated are wealthy or well-to-do people who, while they have received a severe setback, are not in actual want, and while they lack shelter of their own, are being housed by relatives or friends.

Six automobiles are kept busy investigating cases for relief and doling out provisions. The majority of the homeless are being provided for at private houses, but there are still hundreds sleeping in the public schools and various public buildings and in tents on the site of their former residences.

The C.P.R. have established a record in building their freight sheds. The sheds were almost a total wreck and their whole yard was a scene of devastation. The yards are already nearly cleared, and five hundred carpenters have worked with feverish haste so that the sheds are now practically completed. The city has decided to build a corrugated iron warehouse, which will be rented to firms unable to find accommodation.

The railway officials decided to erect a large number of residences, and they settled on plans for two classes of buildings, one a two-story house to cost about $2,500, the other a bungalow costing about $1,800. If necessary they will build five hundred of these houses. Tenders for the houses have been called for, and work will be started at once. It is hoped to have some completed within ten days.

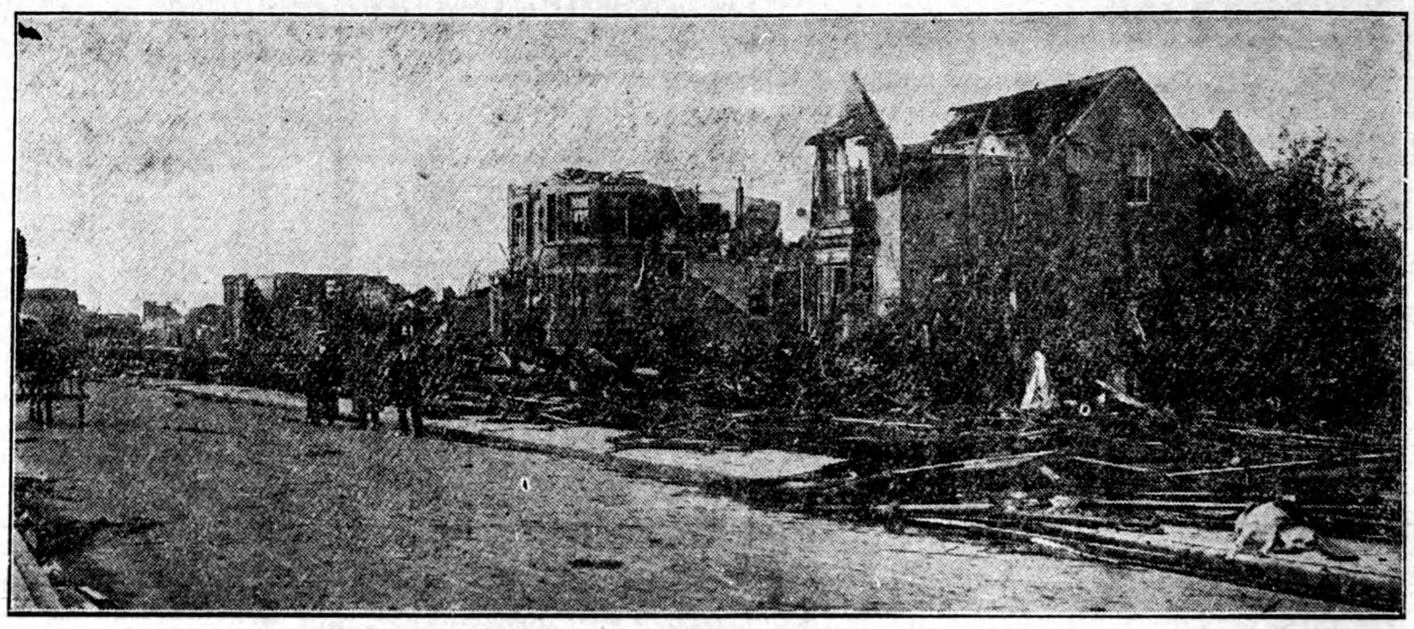
Over a thousand carpenters are now at work, and more are pouring into the city on every train. All are being put to work. Hundreds of bricklayers are also busy and the residences which were slightly damaged or do not have to be torn down are being patched up for immediate occupancy in remarkably fast time.

The board of the Methodist Church have arranged to go ahead at once with the re-construction of their church. They propose occupying a building of similar proportions on the old site, with few changes in detail.

The task of removing the debris will be slow, on account of the heavy stone and timbers, which are wedged in a mass of wreckage from three to twenty feet high. Inspector Falls has not yet gone over the ruins of Knox Presbyterian Church and could not say if portions of it were safe to rebuild upon. It is quite likely it will be torn down. Work of re-construction on the Baptist Church will cost about $10,000, and is being rapidly pushed. New pipe organ remains intact. The Government is working on the new telephone exchange, plans for which had been drawn up some months ago.

CYCLONE'S WORK AT REGINA

Portion of the ruins of Smith Street south. This and Lorne Street were wiped clean from end to end—two miles of ruin.



Houses facing the Presbyterian Church at Regina. Several people had miraculous escapes from these houses, as this view naturally leads one to expect.

PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Prices of Cattle, Grain, Cheese and Other Produce at Home and Abroad.

BREADSTUFFS.

Toronto, July 9.—Flour—Winter wheat, 90 per cent. patents, $4.20 to $4.25, at seaboard, and at $4.25 to $4.30 for home consumption. Manitoba flours—First patents, $5.70; second patents, $5.20, and strong bakers', $5 on track, Toronto.

Manitoba Wheat—No. 1 Northern, $1.14, Bay ports; No. 2 at $1.11, and No. 3 at $1.07, Bay ports. Feed wheat by sample is quoted at 64 to 65c, Bay ports.

Ontario Wheat—No. 2 white, red and mixed, $1.05, outside.

Peas—No. 2 shipping peas, $1.25, outside.

Oats—Car lots of No. 2 Ontario, 47c, and No. 3 at 46c, outside. No. 2 Ontario, 49 to 50c, on track, Toronto. No. 1 extra W. C. feed, 48 1-2c, Bay ports, and No. 1 at 47 1-2c, Bay ports.

Barley—Prices nominal.

Corn—No. 3 American yellow, 78c, on track, Bay ports, and at 82c, Toronto.

Rye—Prices nominal.

Buckwheat—Prices nominal.

Bran—Manitoba bran, $22, in bags, Toronto freight. Shorts, $24.

COUNTRY PRODUCE.

Beans—Small lots of hand-picked, $3 per bushel; primes, $2.65 to $2.75.

Honey—Extracted, in tins, 11 to 13c per lb. Combs, $2.50 to $2.75 per dozen.

Baled Hay—No. 1 quoted at $17 to $18, on track, Toronto. No. 2 at $15 to $16, and mixed at $11 to $12.

Baled Straw—$10 to $10.50, on track, Toronto.

Potatoes—Car lots of Ontarios, in bags, $1.50, and Delawares at $1.70.

Poultry—Wholesale prices of choice dressed poultry:—Chickens, 15 to 17c per lb.; fowl, 11 to 12c; turkeys, 15 to 16c. Live poultry, about 2c lower than the above.

BUTTER, EGGS, CHEESE.

Butter—Dairy, choice, 22 to 23c; bakers', inferior, 19 to 20c; creamery, 26 to 27c for rolls, and 25c for solids.

Eggs—Case lots of new-laid, 23c per doz., and of fresh at 21 to 22c.

Cheese—New cheese, 14 to 14 1-4c per lb.

HOG PRODUCTS.

Cured meats are quoted as follows:—Bacon, long clear, 14 to 14 1-4c per lb., in case lots. Pork—Short cut, $24 to $25; do., mess, $20.50 to $21. Hams—Medium to light, 17 1-2 to 18c; heavy, 16 1-2 to 17c; rolls, 13 to 13 1-2c; breakfast bacon, 18 1-2c; backs, 20 to 21c.

Lard—Tierces, 13 3-4c; tubs, 14c; pails, 14 1-2c.

MONTREAL MARKETS.

Montreal, July 9.—Oats—Canadian Western, No. 2, 51 1-2c; do., No. 3, 49c; extra No. 1 feed, 50 1-2c. Barley—Manitoba feed, 64 1-2 to 65c; malting, $1.06 to $1.07. Flour—Manitoba Spring wheat patents, firsts, $5.80; seconds, $5.30; strong bakers', $5.10; Winter patents, choice, $5.40 to $5.50; straight rollers, $4.95 to $5; do., bags, $2.40 to $2.45. Rolled oats—Barrels, $5.05; bags, 90 lbs., $2.40. Bran—$21; shorts, $26; middlings, $27 to $28; mouillie, $30 to $34. Hay—No. 2, per ton, car lots, $19 to $20. Cheese—Finest Westerns, 12 7-8 to 13 1-8c; finest Easterns, 12 3-8 to 12 5-8c. Butter—Choicest creamery, 25 to 25 1-4c; seconds, 24 to 24 1-2c. Eggs—Selected, 25 to 26c; No. 2 stock, 15 to 16c. Potatoes—Per bag, car lots, $1.50 to $1.60.

UNITED STATES MARKETS.

Minneapolis, July 9.—Wheat—July, $1.10; September, $1.03 3-4 to $1.03 7-8; December, $1.04 1-4; No. 1 hard, $1.12 3-4; No. 1 Northern, $1.12 to $1.12 1-4; No. 2 Northern, $1.10 1-2 to $1.10 3-4. No. 3 yellow corn, 72 to 73c. No. 3 white oats, 48 1-2c. No. 2 rye, 70c. Bran, in 100 lbs. sacks, $21.00 to $21.50. Flour, first patents, $5.40 to $5.60; second patents, $5.10 to $5.35; first clears, $3.80 to $4.05; second clears, $2.70 to $3.00.

Buffalo, July 9.—Spring wheat, No. 1 Northern, carloads, store, $1.16 7-8; Winter, scarce. Corn, No. 3 yellow, 78 1-2c; No. 4 yellow, 77c; No. 3 corn, 76 1-4 to 77 1-4c; No. 4 corn, 74 3-4 to 75 1-4c, all on track, through billed. Oats—No. 2 white, 54 3-4c; No. 3 white, 53 3-4c; No. 4 white, 52 3-4c.

LIVE STOCK MARKETS.

Montreal, July 9.—The top price realized for choice steers was $7.50, but the bulk of the trading was done in good stock at $6.00, $6.50 and $7.00 per cwt., while the common and inferior sold from that down to $3.50 to $4 per cwt. Choice butchers' cows sold at $4.00 to $5.00 per cwt. Bulls, from $3.00 to $3.50 per cwt. The market for sheep and lambs was weaker, and prices ruled lower, with sales of the former at $4.00 to $4.50 per cwt., and the latter at $4.00 to $5.00 each. Selected lots of hogs at $8.50 to $8.75 per cwt., and mixed lots as low as $8 00, weighed off cars. Calves, $3.00 to $8.00 each.

Toronto, July 9. — Cattle — Exporters, choice, $7.50 to $7.75; bulls, $6 to $6.25; cows, $5.50 to $5.75. Butcher—Choice, $7.50 to $7.65; medium, $6.50 to $6.90; cows, $5 to $6. Calves—Steady, $7.60 to $7.85. Stockers—Steady $4.50 to $5.75. Sheep—Light ewes steady at $4 to $4.50; heavy, $3 to $4; spring lambs, steady, at $7.75 to $8.70. Hogs—Selects, $7.65 f.o.b., and $8 fed and watered.

DOMINIONS AND THE NAVY.

Lewis Harcourt Announces Contributions From Two of Them.

A despatch from London says: Lewis Harcourt, the Secretary of State for the Colonies, speaking in the House of Commons on Wednesday evening, announced that New Zealand's present contribution to the Imperial navy would be £100,000, while South Africa would give £85,000. New Zealand is also contributing a battleship of the value of £2,000,000.

OLD SACKVILLE FORT BURNED

Fire Did $20,000 Damage at Head of Halifax Harbor.

A despatch from Halifax says: Bedford, at the head of the harbor, eight miles from Halifax, was badly damaged by fire on Thursday night. The Halifax fire department were asked for assistance at 11 o'clock and apparatus was sent up. At 1 o'clock the fire was under control. Four houses owned by J. E. Roy, worth $20,000, were totally destroyed and the old Sackville fort is also destroyed.

CAN'T ADULTERATE TURPS.

Must Meet Pharmacopical Requirements as a Medicine.

A despatch from Ottawa says: Notice appears in the Canada Gazette putting turpentine under the operation of the Adulteration Act. When sold for medicinal purposes it must meet pharmacopical requirements. When sold for other purposes it must conform to certain specifications as to purity, which are prescribed in the order-in-Council.

NORTHERN HOTEL BURNED.

Lady Evelyn, on Lake Temagami, Was Destroyed.

A despatch from North Bay says: The Lady Evelyn Hotel, the largest and best of the three houses operated on Lake Temagami by the Temagami Steamboat and Hotel Company, capitalized by Toronto men, was completely destroyed by fire on Thursday afternoon. Loss will be over thirty thousand dollars, partially covered by insurance. A number of guests were at the hotel, but there was no loss of life. No details are available as to whether any personal effects of the guests were destroyed. The Lady Evelyn Hotel was situated thirty-two miles from Temagami station.

FIRED A REVOLVER.

Attempted Murder of Governor of Hong Kong.

A despatch from Hong Kong says: An attempt was made to assassinate Sir Francis Henry May, the Governor of Hong Kong, on Wednesday. A Chinaman rushed at the Governor near the Postoffice and fired a revolver, but the bullet merely perforated the chair in which the Governor was seated without doing further harm. The attack caused intense excitement. Sir Francis Henry May was appointed Governor of Hong Kong on February 16 last, to succeed Brigadier-General Frederick J. D. Lugard.

NINETEEN COWS KILLED.

Lightning Struck Tree Under Which They Were Standing.

A despatch from Belleville says: An electric storm that passed over Madoc township Friday evening was unusually severe. The worst damage reported was on the farm of Alexander McCoy, near Remington postoffice. His fine herd of milch cows, numbering nineteen, collected under a tree during the storm. A bolt of lightning struck the tree, and the entire herd of cattle, wedged tightly together, were instantly killed.

PLAGUE AT LONDON'S DOORS.

Has Reached Surrey, and Metropolitan Market Will be Closed.

A despatch from London says: The cattle plague, which has hitherto been confined to the North of England, has now reached Surrey. This is getting close to London, and the metropolitan cattle market will be closed on July 8.

T. AND N. O. TRAFFIC.

Operating Charges Keep Net Earnings Down.

A despatch from Toronto says: Traffic is still increasing steadily on the T. and N. O. Railway, although heavier operating charges keep net earnings from gaining much on last year's figures. The gross earnings for April amounted to $142,525, compared with $118,181 in May, 1911. Operating charges increased from $78,000 to $107,000, leaving a net revenue of $50,869. In April, 1911, the net earnings for the month was $40,467. From the beginning of the financial year on Nov. 1 to the end of April net earnings amounted to $278,000, compared with $272,000 for the corresponding period last year. A considerable portion of the road's earning revenue this year is represented by ore royalties, the total being $71,900, compared with only $12,391 for the corresponding period of 1910-1911.

PLAGUE NOW IN HAVANA.

One Case Known, But Isolation Has Not Begun.

A despatch from Havana says: The existence of bubonic plague in Havana has been definitely determined. A special board of physicians has pronounced a case at Las Animas hospital true bubonic. The patient is said to be dying and three other patients are reported dead at the same hospital with marked symptoms of the plague. At the present time the question of isolating Havana from the interior is not being considered. The rat-killing corps of the health department has been largely reinforced. All street cars, busses and ferry boats have been ordered to be washed with disinfecting fluid.

CYCLONE AT SASKATOON.

Only in Miniature, However, and No Person Was Injured.

A despatch from Saskatoon says: A miniature cyclone passed over the north end of this city, accompanied by heavy rain, about 9 o'clock on Saturday morning. A number of garages and similar buildings were wrecked, but most of the damage was done in the neighborhood of the Western Canada sawmills, a large portion of the lumber in these yards being whirled up in a vortex to a height of between one and two hundred feet before being thrown to the ground and smashed to kindling wood. No personal injuries were received.