THE EVENING PAPER The Times MOST PEOPLE READ

The Evening Times.

VOL. V. No. 307 ST. JOHN, N. B., WEDNESDAY, OCTOBER 6, 1909 EIGHT PAGES—ONE CENT



THE WEATHER

Moderate fresh west and northwest winds, fine and moderately warm today and Thursday.

MARITIME EXPRESS COLLIDES WITH FREIGHT TRAIN; THREE KILLED, SIX OR MORE ARE HURT

Board of Works 30jne09

MORSE PAYS OFF BIG DEBTS; HALF MILLION SUM HE NOW OWES

Has Liquidated Four Millions of Indebtedness in Less Than Four Months—Lucky Deals in Wall Street Have Helped—Good Friends Stood By Him

New York, Oct. 6—Charles W. Morse is well along the road leading to multi-millionaireville again. He has wiped out all of his debts with the exception of $500,000. Mr. Morse regards this as a paltry sum. He has securities worth three or four times the half million he owes and if necessary he could wipe out that debt tomorrow and still have left what would be regarded as a large fortune by ninety-nine men out of a hundred.

When Mr. Morse got out of the Tombs June 17 last his affairs were in what his own lawyers admitted to be a hopeless tangle. They confessed they saw no chance of saving anything from the wreck and frankly told Morse so.

At that time Morse was confronted with a clamorous army of creditors to whom he owed $4,500,000. At the beginning of the panic in October, 1907, he was worth $32,000,000. The depreciation in security values that followed cut this fortune into less than half for the Morse securities were about the hardest hit of all.

Collateral at Panic Prices

His credit was greatly extended when the tumble came. He owned money to more than a dozen financial institutions in this city and to many more in New England. These loans were secured by stocks and bonds. As they shrunk in market value they were sold by banks and trust companies at panic prices. The slaughter was so severe, that in many cases they did not bring the amount of the loans. These sales of his securities converted paper losses into actual losses.

When the state and federal authorities began to pursue Morse in January following the panic the securities of the companies in which he was largely interested went lower than ever, and finally when his chief financial institution, the National Bank of North America, was forced to the wall they suffered a still further slump American Ice, the Butterick Company and Consolidated Steamship securities going down to a point almost out of sight.

As a matter of fact the $60,000,000 of Consolidated Steamship Stock was completely wiped out, the company becoming bankrupt and its $60,000,000 of bonds sold down to 9. This made the total market value of the $120,000,000 of bonds sold that company worth only $5,400,000. American Ice sold down to 8 and Butterick to 1 1-2.

(Continued on page 3.)

W. S. Morrison of St. John, Express Messenger Among Those Who Lost Lives

Trains Crash in Early Morning and Wreckage is Piled up—Injured All Trainmen and Railway Clerks—Not a Passenger Hurt—Two Minutes Miscalculation Enough to Cause Wreck—The Disaster in Detail

Moncton, N. B., Oct. 6—(Special)—With terrific impact that demolished both locomotives and reduced a dozen cars almost to splinters, the north bound I. C. R. maritime express, early this morning, while rounding a curve at Nash's Creek, three and a half miles north of Jacquet River, crashed into an eastbound freight train which was making for the siding.

Three were killed, including the engineers of each of the locomotives, and an express messenger, while several others, all train employes, were injured.

All the passengers escaped serious hurt, although several occupants of the second-class coach of the maritime express were badly shaken up.

The dead are: Robert Whelan, High street, Moncton; engineer on the eastbound freight, instantly killed.

John Morton, Campbellton, engineer on the maritime express, instantly killed.

William Morrison, of St. John, Canadian express messenger, on the maritime express, instantly killed.

The injured are:

William T. Cook, Campbellton, fireman on the maritime express, pinned beneath wreckage of locomotive; one foot crushed and otherwise injured. He may recover.

Albert J. Jessulat, Moncton, brakeman on the freight special; pinned beneath wreckage of locomotives and painfully injured, likely to recover.

John A. Murray, Moncton, brakeman on the freight special; likely to recover.

Mail clerks D. O'Sullivan, Thomas Keith of Halifax; W. P. Sterritt, of Campbellton, on the maritime express were all more or less injured, but not seriously.

All three of the men who met death in the wreck were married and leave families.

MONCTON, OCT. 6—SPECIAL

The North bound Maritime Express was wrecked this morning at Nash's Creek, near Bathurst, in a head-on collison with a freight train.

THE DEAD

Engineer Morton of Campbellton.

Engineer Whalen of Moncton

Express Messenger Morrison of St. John.

THE INJURED

Fireman Cook of Campbellton, leg cut off.

Brakeman Jessulat of Moncton.

Brakeman Murray of Moncton.

The Wreck

The wreck took place on a sharp curve with a high board fence along the inside so that it would be impossible for the crews of the two approaching locomotives to see each other until they almost met. Evidently, the only one who saw the impeding crash was fireman Hiram Smith, on the freight special, who jumped and saved his life.

Whether the engineers on the ill-fated trains saw when it was too late and bravely stuck to their posts, or whether they did not see the other train approaching will never be known.

The North bound express No. 33, is due at Jacquet River at 2 o'clock, and had an order to wait there until 2.40. Precisely the same order was in the hands of crew on the freight special. The maritime was forty minutes behind time, and passed Jacquet River exactly at 2.40 o'clock. The train orders were issued from the office at Newcastle.

When the maritime passed Jacquet River at 2.40 o'clock, it was, of course, not necessary for the train to wait there to fulfil th orders and, dashing along at her usual rate of speed, about forty miles an hour, the train passed bye.

Nash's Creek is three and a half miles or to be exact, 3.50 miles north of Jacquet River, about a five minute run for the express.

Freight is Blamed

The special train, holding the same orders as did the maritime, should have been on the siding at Nash's Creek, 2.30 o'clock, or allowing the five minutes running time, at 2.35, at the latest, thus following the rules of allowing a clear ten minutes for the passenger train, the freight being of inferior class, as the classification of trains is compiled.

Instead of this, the freight special at 2.45 o'clock was found on the main line, and with a terrific crash, the express and freight collided head on, meeting at the west semaphore of Nash's Creek. There is a bad curve at the point as stated, and the high board fence along the inside made it impossible for the crews to see each other until it was too late, and the engines met with tremendous force, demolishing eleven cars on the freight train, and smashing almost to splinters the mail car, express car, baggage and colonist cars on the express.

A Fearful Scene

In the dim light of the early morning a terrible scene presented itself to the rescuers. The two locomotives, fearfully battered, lay on the torn tracks, the force of the collision being so great that the freight special engine had been turned completely around and lay facing north. The smashed cars of the express lay on their sides, and the forward portion of the freight train was badly shattered, five cars, two of which were loaded with steel rails, being smashed to pieces.

The whole was enveloped in clouds of steam which escaped from the locomotive.

Two of the injured were rescued from beneath the ruins of the demolished engine, Brakeman Albert Jessulate of Moncton, who was in his proper place in the locomotive of Conductor T. H. Thompson's freight special, was found pinned among the debris. He was held down by a heavy piece of wreckage, and was released only when two horses were secured and the weight which pinned him down was removed.

Foot Torn Off

Fireman Wm. T. Cook was found imprisoned beneath the debris of the express locomotive. One foot had been torn off and he was otherwise seriously injured. He was conveyed to the hospital at Campbellton, where it is reported that he has a good chance for recovery.

Fireman Hiram Smith of the freight special was probably the only one who saw the impending doom and jumped, alighting in safety.

Morrison's Fate

Express messenger Morrison was found fatally crushed in his car. The principal portion of the contents in the express car were boxes of fish, and it is believed that he was crushed beneath an avalanche of boxes when the collision occurred.

Baggage master John Montgomery, of this city, formerly of St. John, had a close call. Less than a minute before the fatal crash, he had gone back to the first class car and was just on the point of returning to his car when the collision took place. The baggage car was wrecked, and had there been any occupants it is doubtful if they would have escaped.

That none of the passengers were killed, or even seriously injured, is regarded as miraculous.

The colonist car or second class coach was badly damaged, but none of the numerous occupants sustained injuries of consequence, although many were severely shaken up.

Property Damage

As yet no estimate can be made of the damage to property, but it will extend well into the thousands. The road bed as well as the cars suffered extensively from the collision. There will be an investigation.

The passengers were transferred, and at 9 o'clock, the maritime express left for the east and west.

The three victims of the fatality, and most of the injured men were well known in Moncton. Engineer Whalen is survived by a widow and four small children, the eldest fifteen years of age. He was born in Sackville in 1862, and entered the service in 1890, and was made driver in 1906.

Engineer John Morton resided in Campbellton, and is survived by wife and four children. He was born in Halifax in 1858, and entered the service in 1876, being made a driver in 1882. He married a sister of David Cool, who was killed in a railway accident on the northern division.

Fireman William T. Cook has been married ten months. He was born in Bathurst in 1875, and entered the service in 1893.

Fireman Cook's Account

Campbellton, N. B., Oct. 6—(Special)—The passengers, mails and baggage have just arrived here. Your correspondent interviewed a number of passengers who were able to give a graphic story of the wreck.

The express was forty minutes late, and the driver John Morton was known as one of the best on the road, always careful but fearless. The express had orders to wait at Jacquet River until a certain hour, to give the special time, if necessary, to get out of the way. The track, while not straight, is level, and the train was making fully thirty-five miles an hour when, with only a moment's warning, she struck the special just a few yards west of a siding which the special was evidently endeavoring to reach, not calculating that No. 33 had made up sufficient time to catch her.

When the trains sighted each other, the crews stuck to their posts and both drivers were killed instantly, while fireman Cook was seriously injured. Fireman Harry Smith jumped and escaped with a few bruises.

A Remarkable Feature

The emergency brakes on the express were set and, remarkable to state, the train came to a stop with not sufficient jar to arouse sleepers in the rear pullman.

A passenger told your correspondent that he had been jolted five times as hard in the yard here while coupling up the train. The pullmans and first-class car remained on the track, but the second-class baggage express and mail cars were badly broken up.

Mail clerk Starrat was severely shaken up, and when found was completely covered with mail sacks and wreckage.

Not a passenger, of whom there were about fifty on board, was injured even to the slightest degree. In the second-class car was a woman with four children, and although the car was badly broken up, were uninjured. Fred Pearson of Halifax was a passenger on board.

The freight special was badly broken up, and most of the cars and contents will be a total loss. A large crew of men with a relief train was despatched from here in an early hour this morning, and the road will be clear this afternoon. The maritime express local and ocean limited are all stalled at New Mills. The railway officials will make no statement.

The special is held to be at fault, as it should have been in the siding in sufficient time. It was a miscalculation of only two minutes, but more than sufficient to cause the disaster.

The work of rescuing the injured trainmen was assisted in by the male passengers and those most seriously injured cared for and as soon as the relief train with doctors arrived, were sent to the hospital here.

John Morton, the driver of the express, has been on the road for about thirty years, and this was his first accident. He was considered one of the best drivers on the road. A wife and family survive. Two of his oldest children are visiting friends in Nova Scotia, having gone down yesterday on the limited. Conductor McLellan has been on the maritime express for many years, and this was his first bad accident. He was uninjured.

The two engines, express, baggage and mail cars, freight cars and contents are piled in a heap of twisted iron.

SOCIAL AND MORAL REFORM ENGAGE THE PRESBYTERIAN SYNOD

Report Read by Dr. Smith and Address is Given by Dr. Shearer—Government Commended for Appointment of Hon. McKenzie King as Labor Minister—Enforcement of Liquor Laws

The sessions of the Presbyterian synod of the maritime provinces were continued today. The morning session opened at 10 o'clock in St. David's church, Rev. James Sinclair, moderator, presiding. A short devotional service was held. Rev. Dr. Grant, of Trinidad, and Rev. Alexander Rogers, led in prayer. The minutes of last evening's meeting was read by the clerk, Dr. Thomas Sedgewick.

Recommendations for committees were then made as follows:

To prepare obituary notices—Dr. J. McMillan, D. Styles, Fraser, R. Cumming, W. P. Archibald, F. F. Fullerton and Robt. Murray.

To examine Presbytery records—Sydney George E. Forbes, Senator McGregor; Inverness, J. H. Stewart, W. T. Taylor, W. H. Archibald; Picton, Robert Murray, James Fitzpatrick, Wm. McPherson; Truro, Wm. McDonald, Hugh Miller; Wallace, A. D. Sterling, Ewan McDonald; Lunenburg, A. M. McLeod, J. R. Douglas; St. John, C. Munro, E.A. Kirker, J.C. McLean; Miramichi, R. G. Strother, Archibald Gordon, W. G. Whitehead; P. E. Island, J. A. McGlashen, H. L. McKinnon, and Arthur Johnson.

To appoint standing committees:—Ministers—Revs. E. S. Boyne, J. A. Ramsey, Wm. Forbes, H. K. McLean, F. W. Thompson, A. B. Dickie, Dr. Carr; elders—J. L. Oxner, Auggustus Logan, Chas. Briggs, John Morrison and Charles Morrison.

Social and Moral Reform

The report of the Social and Moral Reform committee was submitted by the chairman, Dr. Smith. It was a very lengthy one and dealt with the progress of social and moral reform in all parts of the provinces. It showed that in the main there was a growing tendency to improve conditions in this particular.

After reading the report Dr. Smith spoke of the conflict being waged against tuberculosis and also urged that the matter of children's playgrounds be given more attention. He was pleased to be able to tell them that an advance was being made along the lines of moral and social reform. He spoke very strongly against the circulation of obscene literature. Regarding the theatre and moving picture shows, he said that, while the pictures in some instances were all right, yet it was degrading to the younger element to see brutal scenes depicted on canvas, and he thought that the cities and towns should appoint a censor for moving picture shows. It was of as much importance as having an inspector of milk and other things for which inspectors were appointed.

(Continued on page 3.)

WEDS COUNT WITH THREE CEREMONIES

Miss Wanamaker, of Philadelphia, Bride of Count de Heeren — Notables at the Wedding

Paris, Oct. 6—After going through three marriage ceremonies, Miss Fernanda Wanamaker, daughter of Rodman Wanamaker, of Philadelphia and Paris, and granddaughter of John Wanamaker, of Philadelphia and New York, was finally united to Count Arturo De Heeren, son of the Comte and Comtesse de Heeren, of Biarritz and Paris, in presence of leading members of American and Spanish society.

During all three ceremonies the witnesses for the bride were Rodman Wanamaker and the American Ambassador, Henry White; those for the bridegroom being the Comte de Heeren and the Spanish Ambassador, Marquis Del Muni. The civil service took place on last Saturday at 4 o'clock in the afternoon at the mayor's office of the Eighth Arrondisement; at noon the Catholic ceremony took place on Monday in the Church of Saint Philippe de Roule, and later in the day there was a protestant ceremony.

While the organ played the entr'acte music from "Lohengrin," Miss Wanamaker entered the Church of Saint Philippe on the arm of her father, preceded by two gigantic and gilded men in cockaded hats and knee-breeches. The bride wore a magnificent dress of China satin, with a train seven feet long, and a string of pearls. She carried lilies of the valley. The altar, which was brillinatly lighted, was decorated with Marguerites and chrysanthemums. The bride was attended by her small sister, Miss Marie Louie Wanamaker and by Miss Warburton of Philadelphia. The bridegroom was attended by his brother, Oscar de Heeren.

Procession of Notables

In the bridal procession were the Comte and Comtesse de Heeren, Mrs. Rodman Wanamaker, the Austrian Ambassador, the Spanish Ambassador, his son, Constantin Leon y Castillo, Count Candato, the Peruvian Minister, Pedro and Gusto de Heeren, brothers of the groom; Count Delahuerta, Captain Barclay Warburton, Eugene Fischof and Pierce Fischof and crowds of other handsomely dressed men and women. The Maitre de Chapel, the Rev. M. Smidt, officiated.

While the choirboy singers of the opera sang an offertory by Sain Saens, gold lingled as the bridesmaids went through the chapel and took up a collection for the poor. The exit of the bridal couple was made to the music of Mendelssohn's march.

At the Wanamaker home in the Champs Elysees, the wedding was repeated as a Protestant ceremony by Dr. Alfred J. Mortimer, of Philadelphia, who came abroad especially to conduct the service, and who has known Miss Wanamaker from childhood.

Neither the bride nor the bridegroom, it is stated, has changed religion. Instead of the church music an American quarte sang "Perfect Love," and an orchestra played Mendelssohn's wedding march.

ANDOVER FEVER SITUATION

Andover, Oct. 5—Dr. Bryce, dominion health officer, who was asked to come here to investigate the typhoid fever situation writes that he will come for $25 a day and expenses, and a meeting of citizens will be held on Friday night to take action upon his offer.

MAY CHANGE POLICY OF UNIVERSITY

Discuss the Removal of Denominational Restrictions at Queens—A Boy Thought to Have Been Kidnapped

Kingston, Ont., Oct. 6—(Special)—The general assembly of commissioners met at Queens University yesterday afternoon and evening to confer with the trustee board as to denominational restrictions the latter wish removed so that the progress of the university may not be impeded. The sessions will continue today and then the commission will meet alone and come to a decision.

Rev. Dr. Lyle, of Hamilton, moderator of the general assembly, is presiding at the conference.

Sault Ste. Marie, Ont., October 6—(Special)—This city is wrought up over the disappearnce of six-year-old Wilfred Delisle from his home on Sunday. The boy's father says he has been kidnapped. Mayor Simpson has organized a search party and bloodhounds have been put on the boy's trail.

Toronto, Oct. 6—(Special) — "Tainted money," put in as evidence in the West Peterboro election trial, was withdrawn from the exhibits in the case in Osgoode Hall yesterday by order of the court. J. H. Burnham's lawyers recovered two $5 bills, and Hon. J. R. Stratton's about $50 altogether.

Hamilton, Ont., Oct. 6—(Special)—Magistrate Kelfs yesterday dismissed a charge of "shooting craps," the alleged offence being committed by two boys outside the race track. "That's not a tenth as bad as gambling that goes on inside the grounds," said his worship. "If gambling was not going on at the races, these boys would not be here."

KING MANUEL'S VISIT TO ENGLAND

Portugal's Monarch to Spend His Twentieth Birthday at Windsor

Lisbon, Oct. 6—King Manuel, with his suite, will leave on November 7 for Madrid, where he will stay several days. From that city he will travel incognito to Cherbourg, whence he will sail on board the Victoria and Albert for Portsmouth.

On arrival there he will be met by the Prince of Wales, who will escort him to Windsor Castle, where His Majesty expects to arrive on his twentieth birthday, November 15. The festivities at Windsor will include a gala banquet and a great hunt.

Afterward, King Manuel will go to London, where he will reside at Buckingham Palace for four days. Later on he is to proceed to Paris and stay there incognito for about a week.

AUTO OVER BANK; PLUNGES INTO RIVER

Seattle, Wn., Oct. 6—The automobile carrying the Philadelphia Press Courier with a message from President Taft to the president of the Alaska-Yukon-Pacific Exposition, rolled down an embankment into the Snoqualmier River near North Washington, last night. The occupants swam ashore. The automobile was recovered.

PEARY AGREES TO SEND PROOFS TO NATIONAL SOCIETY

Washington, Oct. 6—Commander Peary has accepted the invitation of the National Geographical Society to submit his proofs to them for verification.

WOMAN KILLED IN WRECK IN ILLINOIS

Farmer City, Ills., Oct. 6—In a head-on collision just before midnight at Parnell, three miles south of this city, between a state fair special and southbound passenger train No. 25 on the Illinois Central Railroad, one person was killed outright and 35 were injured, some fatalsome fatally.

The wreck occurred on a curve while the trains were running at a high rate of speed. The trains came together with terriffic impact. The northbound train was heavily loaded with visitors returning home from the state fair at Springfield.

It was some time after the wreck that word was sent by telegraph to Clinto. A special train was made up with all the physicians available and left for the scene.

Clara M. Watson, of Kenny, Ills., was the one killed.

One train was crowded with delegates to a Sunday school convention. Misconstruction of orders is said to have been the cause of the wreck.

LULL IN OPERATIONS AGAINST MOORS

Madrid, Oct. 6—The meagre Moroccan news published today indicates a lull in the Spanish operations against the Moors. Three trans-Atlantic liners are being armed for service on the Moroccan coast. The entire editions of five republican newspapers have been confiscated by the authorities for publishing an article by Senor Costa, the republican leader, criticizing the government.

The Correo Espanol publishes an account of a secret meeting of the chiefs of the military party at which it is alleged it was decided to advise King Alfonso to increase the army in Africa to 150,000 men with a reserve force of 50,000 to insure a rapid and complete victory over the Moors.

MOOSE DERAILS ENGINE PONY TRUCK

Kenora, Ont., Oct. 6 — (Special)—The Eastbound Canadian Pacific express was delayed five hours last night, owing to the pony truck of the engine being derailed by a moose jumping on the track in front of the train.

The train was passing through a cut at the time, and the moose, attracted by the head-light, jumped from the top of the cut down upon the line, and the engineer was not able to pull up in time to prevent the accident. No one was hurt.

Nanaimo, B. C., Oct. 6—(Special)—Of the men known to be in the mine when the explosion occurred yesterday morning, twenty-five have been rescued, but all are injured, while thirty are known to be dead.

The explosion was caused by fire damp The timbers in two levels caught fire at once.

GETS NEWS OF DEATH OF HUSBAND

Mrs. Morrison Receives Telegram With Sad Word From Scene of Wreck, on the I. C. R.

To be suddenly interrupted in the execution of her daily household duties and informed of the death of her husband, was the trying experience of Mrs William S. Morrison, 209 Rockland Road, widow of the Canadian express messenger who was killed in the terrible calamity of this morning.

At first the poor woman could not believe it was true. Her husband had left her only last night, in the best of health and spirits, and now to be told that he had passed away, having met with an untimely death,—it seemed too incredivle, too hard to be true. But gradually the truth was impressed upon the bereaved, widowed mother, the evidence of that curt, but explicit telegram, was unquestionable, her husband was no more.

As the light and meaning of it all dawned upon her it was thought that she was going out of her mind. She seemed to forget the presence of everybody, and began aimlessly pacing up and down the room, uttering not a word, but her whole body trembling with grief. At last the tension proved too overwhelming and she gave way to a pitiable outburst of tears, and gathering her little five-year-old son, Charlie, to her, sobbing as though her heart would break.

Besides his wife and one child Mr. Morrison left his mother and two sisters, Misses Dorothy and Katherine, in Sussex, and another sister, Mrs. J. Theodore Shaw of St. James street. Pilot John Thomas of this city is a brother-in-law.

Mr. Morrison was thirty years of age and belonged to Sussex. He lived for a few years in Moncton, but moved here from that city about four years ago. He was employed as a clerk in Manchester, Robertson Allison's, Ltd., for a time but left their employ and went to work as a Canadian express messenger on the I. C. R. He was very popular and had a wide circle of friends. For a number of years he was leader of the Sussex Cornet Band, and since coming here was associated with the Artillery Band, in which he was considered a valued cornet player. Much sympathy will be felt for the bereaved family.

REV. GORDON RYERSON DIES OF INJURIES

Toronto, Oct. 6—(Special)—Rev. Gordon Ryerson, a Canadian missionary and author died yesterday at his home in Bradford, as the result of injuries received in a runaway about a year ago.

Trusted by Indians as well as by whites, Rev. Mr. Young became a successful intermediary and negotiated several treaties. After eight years of this work, Mrs. Young's health failed, and he returned to Ontario to resume pastoral work.

WINS BENNET CUP

Zurich, Oct. 6—The international balloon race for the Gordon Bennett cup has been won by Edgar W. Mix of Columbus, Ohio.

COMPROMISE ON BUDGET IS POSSIBLE

Lords May Agree to Modified Measure if Elections are Then Called Immediately—The King Interested

(Associated Press.)

London, Oct. 6—Like his subjects King Edward is taking the keenest interest in the budget controversy which grows in intensity as the discussion of the details of the finance bills in the commons draws to a close. His majesty is extremely anxious to prevent a crisis, which will arise if the house of lords rejects the bill and he is using his influence to arrange a way out of the difficulty which could be accepted by the government and the Unionists.

Besides Earl Cawder and Premier Asquith, Lord Rosebery, secretary Haldane, Reginald McKenna and Lord Hereford have been consulted and it has been reported in the lobby that Lord Lansdowne also was summoned to Balmoral. It is suggested that a compromise might be arranged by the government slightly modifying its proposals, the lords agreeing then to pass the bill on the undestanding that there should be an immediate appeal to the country.

MOUNT BLANC TUNNEL TO COST $12,500,000

Paris, Oct. 6—The minister of public works has received the preliminary estimates and engineering prospectuses of the commission appointed to look into the matter of constructing a tunnel through Mount Blanc.

The tunnel is to start at Chamonix and the opposite opening is to be in Entreves. The length is estimated at eight and one-eighth miles. Electrical cars will be run through the tunnel if the work is ever accomplished. The cost is estimated at twelve and one-half millions of dollars. Six millons more will be needed to connect the tunnel with various French and Italian railways. France and Italy will divide the cost.

Mont Blanc consists of hard granite, offering no special difficulties in boring. The tunnel will be situated one thousand metres above the base, hence it is estimated that the workmen will not be oppressed by excessive heat and that the work will not be threatened by water.

It will take five years to complete the tunnel. After its completion the route from Paris to Genoa will be shortened by more than thirty miles, and England's overland route to India, now traversing Germany and Switzerland, will be laid via France and Italy.

KYRLE BELLEW NEARLY BLED TO DEATH

Buffalo, Oct. 6—Kyrle Bellew, the actor, almost bled to death on Monday in his room at the Hotel Statler and was in such a weakened condition that his physician ordered him to remain in his rooms for several days.

Mr. Bellew ruptured a blood vessel of the nose while sneezing. Two physicians were summoned and finally stopped the flow. Mr. Bellew was to have opened a week's engagement here in his new play, but in consequence of his illness the engagement has been deferred.

GIVING THE NEWS

The Telegraph this morning was the only paper to tell of the train wreck near Campbellton. The Sun tried to catch up by issuing a second edition with the Star heading over it, along toward noon.