

THE SIR
WILFRED
LAURIER, PRIME
MINISTER OF
CANADA,
TRAIN WRECK,
AUGUST 7TH, 1910

LAURIER IN SASKATOON ONCE MORE

Passes Through After the Wreck But Keeps With-
in Car--Speaks At Several Places On the Way
--Speaks to Thousand Children in Battle-
ford. At Lloydminster To-day

August 8, 1912

South Battleford, Sask., Aug. 7.—(Special)—That the shock sustained by Sir Wilfrid Laurier in the train wreck on Friday night had no effect on his health, was made apparent yesterday. Four addresses were delivered by him, at Davidson, Hanley, Langham and North Battleford. His speeches were in the same spirit as those at points previously visited. There was no falling off in brightness and vigor. At each point there was a large concourse of people with bands of music.

Owing to delay on Friday night, as a result of the wreck, the train was somewhat behind schedule, but the residents of the various districts waited and gave the party a most cordial reception. At North Battleford there was a torchlight procession and the bands from both towns were in attendance. Several times during the day the premier was the recipient of expressions of gratitude that he escaped serious injury in the train collision.

The special reached North Battleford on Saturday night at eleven o'clock. Owing to the lateness of the hour the two addresses were placed in the hands of Sir Wilfrid without being read. A number of the people entered the private car for this purpose, the party consisting of C. H. Bennett, mayor of Battleford, Mayor Foley of North Battleford, Senator Prince, D. M. Finlayson, M. P., P. J. Nolan, M.P.P., S. S. Simpson, M.P.P., and A. Champagne M.P.

In reply to the addresses the premier spoke briefly and was followed by the minister of railways and E. M. McDonald. After the speeches, members of the party were taken in motor cars to Battleford, where they are being entertained at the residence of Senator Prince.

At Hanley

At Hanley, on the way north, an address was presented by Mayor Oxley. The station platform was gaily decorated with bunting and there were flags on many of the residences. Mayor Oxley referred to the fact that on the occasion of the last visit of the premier there was no Hanley on the map and that the surrounding country was uninhabited.

made. At seven o'clock the special left for Lloydminster. Edmonton will be reached on Monday night. A big meeting will be held on Tuesday. Many Alberta people will meet the party tomorrow in Lloydminster. They will be brought east in a special train and will be present at the various meetings on Monday when Sir Wilfrid will speak from the rear of his car. In the party will be Hon. Frank Oliver, Premier Arthur Sifton, Hon. C. W. Cross, F. Mitchell, M.P., Frank Walker, M. P., and President McGeorge of the board of trade. A special sleeper was chartered for this trip and there will be thirty people in the party.

Hon. Walter Scott will accompany the special to Edmonton returning east from that city.

(W. A. P. Report.)

South Battleford, Aug. 7.—Following a day of travel in which he addressed gatherings at Davidson, Hanley, Dundurn, Langham and North Battleford, Sir Wilfrid Laurier spent Sunday resting at the residence of Senator Davis, of Prince Albert, here.

The premier has been showered with congratulatory telegrams from all parts of Canada on his escape in the wreck of his train on Friday night. Several addresses at various points visited all made reference to the accident with one expression of thanks that the premier had been uninjured. Sir Wilfrid assured all that he felt no ill effects from the shaking up he experienced.

Speaking at Langham, he congratulated the people on the number of children in the gathering. Coming from Quebec, he said, smiling, "I am better able to appreciate the presence in the homes of man of little folks."

The reception at Battleford at night included a torchlight procession and bands. Brief addresses were delivered by the premier, Hon. Mr. Graham, Mr. Pardee and Mr. McDonald. Sir Wilfrid will be joined tomorrow at Lloydminster by Hon. Frank Oliver, who has just returned from his trip to the Yukon and Provincial Premier Sifton.

Battleford

PREMIER'S TRAIN WRECKED AT PENSE, SASK.

Sir Wilfrid Thrown Violently to the Floor But Unhurt -- One Fireman Killed -- Mr. Graham Injured

Regina, Sask., Aug. 5.—The special train of Sir Wilfrid Laurier has been mixed up in a bad wreck three and one-half miles west of Pense, according to a report received over the long distance telephone shortly before nine o'clock. The special, which was going fifty miles per hour, being some seven minutes behind time collided with the freight train. Both engines were smashed up and five freight cars derailed.

Sir Wilfrid, who was sitting in his car at the time was thrown violently to the floor, but immediately picked himself up and announced to those around him that he was uninjured.

Hon. Geo. P. Graham, who was in his car received a badly wrenched knee, but at once proceeded to the premier's car. Other members of the party were badly shaken up, but none seriously injured, with the exception of fireman Kemp on the premier's train. The crews of both engines jumped to safety as soon as the collision was seen to be inevitable. The fireman, however, failed to jump and now lies buried beneath the steam engine likely dead. C. Temple, waiter on the press car, is reported to be injured internally and Cook, conductor on the special train is reported to have one rib broken.

Dr. Ramsay of Pense, who was passing near the scene of the wreck was apprised by the newspaperman

of what had happened and at once went to the scene of the wreck and rendered what assistance he was able. No explanation is at present procurable. It was the premier's train presumably having priority over all other traffic.

C. P. R. officials here maintain the utmost reticence with respect to the accident. It is believed, however, as soon as the wreck was reported here a train was despatched to Pense and it is believed that the premier's party will be brought on to Regina.

The Pense Report.

Pense, Sask., Aug. 5.—Sir Wilfrid Laurier's train, eastbound from Moosejaw ran head-on into a westbound freight about nine o'clock tonight, three and a half miles from here. Both engines were badly damaged and five box cars derailed, but the heavier passenger cars stood the shock better. Sir Wilfrid and most of his suite were thrown violently to the floor, but beyond bruises none of the party were injured. The engine crews both jumped safely after shutting off steam and jamming on airbrakes, but the fireman of the premier's train was caught and buried in the wreckage and it is not as yet known if he is living.

Back to Moosejaw.

Regina, Aug. 5.—It is reported here that Sir Wilfrid's train is being taken back to Moosejaw and that he and his party will not reach here until some time tomorrow morning.

The premier was slightly injured, being thrown violently against the chair in his car. His injury was in the limb, none of the other occupants of the car were injured more than being violently knocked about and shaken up. The shock to the premier's car was so great that dishes and other breakable objects were smashed. The premier's train was seven minutes behind schedule and the night was pitch dark and raining. Both engines were totally disabled and the premier is at present remaining in the car. The members of the press party walked four miles through the rain to Pense, but could not get telegraphic connection, using the long distance phone to Winnipeg and Regina.

The Broadview train was in charge of Conductor Kent. Edward Cook, the engineer, was severely injured. William Campbell, a waiter in the press car was internally injured. Four freight cars were derailed and one coach.

THE LAURIER SPECIAL WRECKED NEAR REGINA.

The Globe _____ August 6 1910

Toronto
*Premier is Unhurt—Train Collided Head-on With
Freight Train While Crossing East From
Moose Jaw—None of Premier's Party
Injured—Engineer Under Locomotive.*

(Special Despatch to The Globe.)

Regina, Aug. 5.—While proceeding at over fifty miles an hour the special train of Sir Wilfrid Laurier, en route from Moose Jaw to Regina, collided with a westbound freight about 9 o'clock to night at a point three and one-half miles west of Pense, a small town thirteen miles west of Regina. The engines were telescoped and the freight cars derailed.

The Premier, who was sitting in a chair at the time in his own car, was thrown violently to the floor, but immediately got up and informed the members of his party that he was uninjured. Others of his party were badly shaken up, but no one was seriously hurt. The crews of both engines jumped as soon as they saw that a collision was inevitable, except the engineer of the freight train, who is believed to be buried, and probably dead, beneath his engine.

The windows, mirrors and tableware of the Premier's car and in that of the Hon. George P. Graham, Minister of Railways, as well as in the press car, were shattered, and things generally badly jumbled. The Minister of Railways, who was in his own car, suffered a wrenched knee, which did not, however, prevent him hurrying back to the Premier's car. The conductors on each train at once took the necessary precautions, and sent out signalmen in both directions. Dr. George H. Ramsey of Pense, who was driving near the scene of the wreck, was told by a pressman what had occurred, and at once proceeded to the scene of the accident to render what assistance he could. William Campbell, a waiter in the press car, was injured internally, and Ed. Cooke, conductor of Sir Wilfrid's train, had one rib broken. The scene presented by the two great engines, caught together in what appeared an attempt on their part to overlap each other, was spectacular and impressive. To one of the pressmen the engineer of the special stated that at Belleplaine he was going at the rate of sixty miles an hour, his train being some seven minutes behind time. How the accident occurred and how the freight came to be where it was he was unable to say. He only knew that he had the right of way over all other traffic.

NONE KILLED IN THE WRECK

Sir Wilfrid Laurier's Special
Train Crashed Headlong
Into a Freight.

SOME WERE INJURED

The Premier and Members of His
Party Thrown Violently
to the Floor,

BUT ESCAPED UNHURT

The Engine Crews Jumped to
Safety—A Porter Was
Knocked Unconscious.

By a Staff Correspondent.

Regina, Sask., Aug. 6.—Sir Wilfrid Laurier's special train, on which he has been touring the West for the past month, was badly damaged last night about 9 o'clock in a head-on collision with a regular freight train, on the C. P. R. main line. Sir Wilfrid's train left Moosejaw, where he delivered an address in the afternoon, about 3 p.m. The wreck occurred about 9 o'clock, when the train had traveled about 17 miles.

Sir Wilfrid and his party are all safe, and unhurt save for a few bruises to some of the Premier's fellow travelers.

The two engine crews jumped to safety, but Conductor E. H. Cooke, of the Premier's train, was very painfully bruised. Cooke is probably the best known conductor in Canada. Ed. Campbell, colored, a waiter in the press car "Balmoral," was knocked unconscious, but soon recovered.

Were Thrown to Floor

Sir Wilfrid was untouched. He was clipping newspapers in the rear end of his car. In company with Senator Gibson and Col. Macdonald, when the emergency brakes were thrown on, in the terrible crash that followed all three gentlemen were precipitated to the floor, but were unhurt.

"Oh!" laughed the Premier, "we are all right here; I guess it was not so serious perhaps."

But at once he himself set out to ascertain if any had been hurt. A rumor was circulated that the brakeman and conductor of the freight were missing and the Premier was unceasing in his anxiety until the two men were found in another part of the train.

Engines Locked Together

The two great engines were kicked together on the track. The freight

NONE THE WORSE FOR THE WRECK

SIR WILFRID LAURIER AND HIS PARTY PASS THROUGH REGINA

At seven o'clock Saturday morning the blockade on the C.P.R. main line near Pense, caused by the collision of Sir Wilfrid Laurier's special and a west-bound freight, had been cleared and traffic was resumed, the Premier's train reaching Regina from Moose Jaw between ten and eleven o'clock, and resuming its journey north over the C.N.R. after a short stop.

Sir Wilfrid when spoken to concerning the accident stated that he was none the worse for it, and that it took something more than a train wreck to upset his nerves. Hon. Geo. Graham, while suffering slightly from a bruised knee, did not appear to be much inconvenienced, and was in the best possible spirits. Those in charge of the arrangements of Sir Wilfrid's tour informed The Leader that the accident would in no way interfere with the Premier's itinerary and that the programme would be proceeded with as previously arranged.

Enquiries as to the accident from those who were in the wreck showed that the story as published in Saturday's Leader was substantially correct, and that there was very little to add to what had already been published.

Keating Turns Up

The rumor that was current on Saturday to the effect that C. J. Keating, the C.P.R. operator whose name was connected with the wreck, was evidently in error, as Keating is said to have left the city on Saturday night en route for Moose Jaw.

It appears that Keating went off duty on Friday night at about nine o'clock or a little after, and at the time he was reported missing he was walking round the streets with some friends. It is understood that he did not know anything about the fact that he was reported as having "skipped" until he saw the paper on Saturday afternoon. He, however, received information on Saturday morning that he was being relieved, and that there was no necessity for him to commence work. On hearing this he stated it to be his intention to take the first train to Moose Jaw and obtain an interview with Supt. Scully in order to lay before him the facts of the case in connection with the wreck of the Premier's special.

In an interview Saturday afternoon Keating is said to have stated that no blame whatever could attach to him, even though the accident had resulted in the death of someone, as he had done everything that was usual in the handling of these trains.

However, as no fatality occurred on account of the wreck the matter is not quite so serious as it might have been. Keating, firm in his belief that no blame attaches to him, confidently expects that he will be reinstated when the matter is duly looked into.



Sir Wilfrid Laurier, who narrowly escaped injury in last night's wreck.

called some one, and the passengers hastened to see what damage had been done. In the bump the sleeping car conductor and a colored porter got slightly bruised and shaken, but on going forward, Conductor Ed. Cook, of Moose Jaw, who had been up in one of the baggage cars, was found lying with blood flowing from his face and suffering from internal injuries. He was looked after by Dr. G. H. Ramsden, of Pense, who chanced to be near by when the collision occurred.

LAURIER UNINJURED.

After the first shock every one made haste to see if Sir Wilfrid or any of his party were hurt. But the Premier was found calm and uninjured in his private car. He and Senator Gibson and E. M. Macdonald had been sitting together on a sofa when the train struck. They were all thrown to the floor, but none sustained a scratch.

STOPPED THE SPECIAL.

The point at which the wreck occurred is between Belle Plains and Pense. The engineers all had sufficient time to jump before the impact, and the only man requiring medical attendance is Conductor Ed. Cook, who has several broken ribs besides other bruises.

The special car carrying Sir Wilfrid Laurier left Moose Jaw at eight p.m. with running rights over everything west bound. Engineer Frank Burgess was at the throttle and Conductor Cook in charge. Between Belle Plains and Pense on a stretch of straight level track they met freight No. 1, in charge of Conductor Kemp and Engineer Rumble. Burgess was able to stop his lighter train before the collision occurred, but the heavier freight could not be stopped and crashed in. The engines locked together.

The car containing the newspaper

injuries and damage. The wreck train from Moose Jaw carried to the scene General Supt. Scully, who personally looked after the train. The cars were drawn back to Moose Jaw, where the ambulance treated Conductor Cook and took him home.

About twenty car repair and service men set to work making repairs, and had everything in shape as early as nine or ten o'clock this morning.

ORDERS GARBLED.

The blame for the accident has not been entirely fixed yet, though it is reported unofficially that Cook had either left the last order point without securing clear or the order must have been garbled in receiving in some way.

Local railroad officials in a great deal of concern that such an accident should have happened to the Prime Minister's train, and are taking every precaution to have their safety and comfort immediately restored.

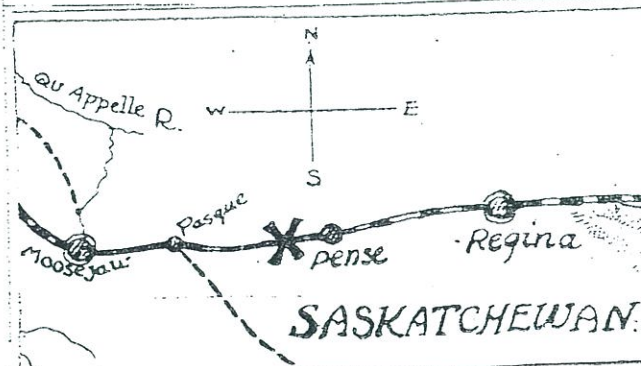
The engineers of both trains are known as two of the most competent on the road. Rumble of Burgess is a man who has been held up to draw almost every notable party in the west, and he always held the highest trust in this way that could be reposed in him by the company.

Engineer Rumble, though not quite so well known, has always been considered a most capable and careful man at the throttle. The Laurier special will again leave this morning as soon as provisioned and repaired, and Sunday will be spent at Battleford.

CONDUCTOR'S CLOSE SHAVE.

Conductor Cook had a close shave, "it's my first accident in 25 years," he said to The Telegram. "The first thing I knew I was thrown down and soaked in oil. I was very much afraid of fire, but was able to find the door and crawl out."

He is well known in Canada, having



Cross marks point on C. P. R. west of Pense, Sask., where Laurier special was wrecked.

ter of Railways, who was in his own car, did not, however, prevent him hurrying back to the Premier's car. The conductors on each train at once took the necessary precautions, and sent out signalmen in both directions. Dr. George H. Ramsey, of Pense, who was driving near the scene of the wreck, was told by a pressman what had occurred, and at once proceeded to the scene of the accident to render what assistance he could.

Two Men Injured.

William Campbell, a waiter in the press car, was injured internally and Ed Cooke, conductor of Sir Wilfrid's train, had one rib broken.

The scene presented by the two great engines, caught together in what appeared an attempt on their part to overleap each other, was spectacular and impressive. To one of the pressmen the engineer of the special stated that at Belle Plaine he was going at the rate of sixty miles an hour, his train being some seven minutes behind time.

How the accident occurred and how the freight came to be where it was he was unable to say. He only knew that he had the right-of-way over all other traffic.

Hon. Geo. P. Graham Interviewed

(From Our Own Correspondent.)

MOOSE JAW, August 6, 2.10 a.m.—Sir Wilfrid Laurier's special train arrived back in the city at one o'clock this morning. The news of the wreck had spread round the city and a large crowd was at the station all anxious to discover whether or no any serious injuries had resulted. Directly the train arrived, your correspondent secured an interview with the Hon. G. P. Graham.

In answer to inquiries, the Minister of Railways said with reference to the rumor of serious injuries: "Sir Wilfrid is sound asleep, and you see me. We all felt the application of the emergency brake and knew that something had happened, but beyond being shaken up a little, no member of the Government party is the worse for his experience."

Mr. Graham further stated that the accident will not interfere with the plans of the party and that the programme already mapped out will be proceeded with.

By the make-up of the train, Sir Wilfrid's private car was at the rear end and at the moment the accident occurred the Premier was reading. Whatever anxiety the members of his party have had as to whether the Premier was injured was soon dispelled by Sir Wilfrid assuring them that he was not in the least degree hurt. The Hon. Walter Scott was also seen by your correspondent shortly after the arrival of the train and in answer to questions corroborated the statement of the Hon. Mr. Graham that Sir Wilfrid was fast asleep and that no members of the party had been injured.

Train Men Suffered the Most

The accommodation car in front of the train suffered mostly from the collision and some of the train crew who were in it at the moment of striking were badly shaken. Ed. Cook, the conductor of the train, has received serious injuries, several of his ribs being broken. Directly the news reached the city of the wreck a hurry-up call was sent into the ambulance and when the train arrived Cook was driven to the hospital where he is now receiving every possible attention. He is one of the oldest and most highly esteemed men on the road, and for this reason as well as for his great knowledge of railroading was chosen to take charge during the Premier's tour. Engineer Burgess, who is also a veteran in the service, was uninjured, although suffering from shock.

It was at first feared that a fireman named Kemp had been killed as for a while he was missing. Great relief, however, was experienced by the party when he was found and their fears put at rest.

Sir Wilfrid Cut With Broken Glass.

(From our own Correspondent.)

MOOSE JAW, Aug. 6, 12.15 a.m.—A head-on collision between the special carrying Sir Wilfrid Laurier and party and a freight train occurred two and a half miles this side of Pense. Sir Wilfrid was cut with broken glass, but not seriously. The other members of the party escaped with a severe shaking up. The fireman of the Laurier special, whose name cannot yet be ascertained is reported to have been killed. Five cars are off the track.

The Laurier special consisted of two baggage cars, two government cars, and the Canadian Northern "Balmoral" car used by the pressmen. The two government cars, in which the ministerial party were travelling, were travelling at the rear of the train. The special left here at eight o'clock, the conductor being Ed. Cook, and the engineer Frank Burgess, while Engineer Humble was in charge of the freight train.

Regina Operator Reported Missing.

All efforts to obtain from official sources a statement as to the responsibility for the wreck were last night unavailing, the C. P. R. officials both in Regina and Moose Jaw being extremely reticent in the matter.

Keating, the operator in Regina who is said to have been on duty when the freight train, which collided with the special, received a clear order to proceed west, could not be located last evening and was reported missing.

According to information gathered by The Leader, the Premier's special was running as the second section of 96, the regular, or first section of 96 having arrived in Regina carrying green signals which signifies that another train is following, and being duly registered as such before proceeding east.

The conductor of the freight train, in spite of this fact, is said to have received a clear order from Keating, and whether or not this was the case will probably be the subject of enquiry. Another point that will undoubtedly be investigated is whether or not the freight conductor examined the train register in which first 96 was shown as carrying green signals before taking his train out of Regina.

HOW PREMIER'S SPECIAL WAS WRECKED IN THE WEST.

THE GLOBE
Graphic Story of Accident
on Prairie at Dead
of Night.

**PREMIER THROWN
FROM HIS SEAT.**

First Thought on Rising
Was for Other Mem-
bers of Party.

Mr. Graham Took Charge—Long
Trump of Newspapermen to Tele-
graph Station—Conductor of Spe-
cial Most Seriously Injured—Cause
of the Accident.

August 8, 1910

(Special Despatch to The Globe.)

Regina, Sask., Aug. 7.—But for the prompt action of the two locomotive engineers, who suddenly found their trains rushing towards each other on the track through a blinding rain-storm, there would have been a tragic ending to the Laurier tour. As it was, the escape of Sir Wilfrid and party seems miraculous. Some one had blundered. Boxed in his cab with the windows closed to protect him from the drenching rainfall, seven and a half minutes late, with orders for a clear right of way, the engineer of the Laurier special had thrown open the throttle and was sweeping over the prairie at from sixty to sixty-five miles an hour. A mile away the engineer on the great locomotive of a fast freight, with signals clear, was making up time at thirty miles an hour. The headlights suddenly blink-ed into the eyes of the two engineers as their locomotives ate up the inter-vening distance at awful speed. There was a startled roar from both whistles, the throb of the emergency brakes, and the two engineers and two fire-men, having done what they could, jumped out into the unknown black-ness of the surrounding prairies, while the two panting engines crashed and crunched together.

A Weird Scene.

SIR WILFRID IS WELL, HAPPY AND BUSY.

South Battleford, Sask., Aug. 7.—(Special.)—Following a day of travel, in which he addressed gatherings at Davidson, Hanley, Dundurn, Langham and North Battleford, Sir Wilfrid Laurier spent to-day resting at the residence of Senator Prince here. The Premier has been showered with congratulatory telegrams from all parts of Canada on his escape from injury in the wreck of his special train on Friday night. Several addresses at various points visited yesterday all made reference to the accident, with the expression of thanks that the Premier had been uninjured. Sir Wilfrid assured all that he felt no ill effects from the shaking up experienced.

Speaking at Langham, he congratulated the people on the number of children in the gathering. "Coming from Quebec," he said, smiling, "I am better able to appreciate the presence in the homes of many little folks."

The reception at Battleford at night included a torchlight procession, accompanied by bands. Brief addresses were made by the Premier, Hon. Mr. Graham and Messrs. Pardee and Macdonald. Sir Wilfrid will be joined to-morrow at Lloydminster by the Hon. Frank Oliver, who has just returned from a trip to the Yukon, and Provincial Premier Sifton. This is the old capital of the Northwest Territories, and the party visited the former Government House, picturesquely situated over-looking Battle River.

In the afternoon the Premier addressed a union mass meeting of school children convened by the various local clergymen. Over a thousand young people and an equal number of adults crowded the stand and cheered Sir Wilfrid's appearance. The Rev. A. Little, a Presbyterian minister, pre-sided, and the local clergy of all denominations took part. The unique audience was briefly addressed by Hon. Mr. Graham and Mr. Macdonald. Sir Wilfrid counselled the children to honor and obey their parents, to be honest and true, to fight fair in life, and study the history of their own country. "I am not at all satisfied with my visit to the west, in one way," observed the Premier. "My stay is too short to satisfy me; I am already hoping for and planning another visit."

HOW PREMIER'S SPECIAL WAS WRECKED IN WEST.

(Continued from Page 1.)

gave him the facts as far as they knew them. He communicated the information to the divisional officers at Moose Jaw, and was notified that the auxiliaries were being prepared.

Made Use of Telephone.

Attempts to file a Globe despatch were futile. Everything was turned down. The wires were busy, etc. Finally, by prepaying the despatch and signing the name of the Minister of Railways, a flash bulletin was forced through, authority to do this having been secured from the Minister of Railways before leaving the wreck. Finally, the agent of the telephone in the village was roused, and news of the accident telephoned to The Regina Leader and The Winnipeg Free Press with the request that it be wired to The Globe.

The two correspondents secured a heavy rig and drove back to the scene of the wreck shortly after 5 o'clock in the morning. The crews of wreckers were already busy. The work continued all night, and the track was finally cleared and repaired by 7.30. The remains of the two engines, the baggage coach and the four freight cars being dumped temporarily into the ditch.

The Premier Only Shaken.

At the time of the collision, Sir Wilfrid was reported to be sitting in the rear of the car. He was thrown to the floor with the shock, amid broken crockery and debris, but rose immediately and assured Senator Gibson and Hon. Mr. Graham that he was all right, only shaken. Quite calm with his first thought for others, he urged the Minister of Railways forward to investigate and assist.

It was a busy night for Hon. Mr. Graham and Mr. Pardee, who, assisted by Mr. E. M. Macdonald and the newspapermen, took charge until the arrival of the auxiliary with General Superintendent J. J. Scully on board. Mr. Graham was limping during the night, but said he was not seriously hurt.

The Injuries.

Sir Wilfrid is in the best of health and spirits to-day. He declares he never felt better, and escaped unscathed. E. N. Cook, the conductor on the special, was badly injured. Several ribs were broken, and internal injuries were added. He was taken to the hospital in Moose Jaw. Engineer Burgess on the special, who jumped, was badly shaken and bruised. Fireman James MacDonald was shaken, but otherwise uninjured. Engineer James Humble, on the freight, jumped and escaped. Fireman F. J. Kieproth was considerably bruised. Conductor Kemp had his head cut. The newspapermen were considerably shaken and bruised, but none were seriously injured. R. S. Chevassu, of Le Canada, Montreal, received some ugly flesh cuts on the legs. The official party is absolutely uninjured.

Forgot to Deliver Orders.

The official explanation of the wreck is that Operator Keating at Regina forgot to deliver orders to the freight to side-track for the special, which had the right of way. The police were unable to find him after the news of the collision last night. The impression is that he left town on receipt of the news.

A peculiar feature of the wreck is that Mr. Graham dreamt on the previous night that Sir Wilfrid-Laurier and he were in a railroad wreck, and on waking up in the Moose Jaw yards the first thing he saw was a wrecking train shunting beside the special.

dreamed Thursday night that the train was wrecked. He told Mr. Pardee yesterday afternoon before leaving Moosejaw, of dreaming that he saw the train in a terrible wreck. He said that as he waked he found that just outside the car window was a great wrecking crane, the very one which was sent down last night to clear the real wreck, which seems to have been presaged in the Minister's dream.

Laurier's Third Wreck.

"This is the third accident I have been in," the Premier remarked to The Star, when matters had quieted down somewhat. He seemed far less perturbed after having satisfied himself that no one was seriously hurt than his fellow-travelers.

"No, I am not injured, thank you," was all that could be elicited from the Premier, who declines ever to be interviewed.

Hon. Mr. Graham, the Minister of Railways, owned up to a slight bruise on one foot; his son, Perry Graham, was struck on the chin by a table; Mr. E. J. Lemaire, secretary to the Premier, had retired, but was reading when the collision occurred. He was thrown out of bed and a typewriter fell on him, but he was only bruised.

Will Not Spoil Trip.

The chief Government whip, Mr. F. F. Pardee, had his arm bruised, but was so busy in trying to help Conductor Cooke that he did not discover it until afterwards.

"No," said Mr. Graham, "this will not disarrange our trip."

Over the entire party is a feeling of astonishment as to how the accident could have come to pass. The various railroad companies that have handled the Premier's train have given it precedence over everything else on the road. Never was a train so carefully handled. The highest officials have kept their eyes over it. Specially capable men have been sent with it to see that all is well. Regular trains are detained, rules are suspended so that the special may pass.

Messages of Apology.

The great lord of the western country, the C. P. R., stood last night abject, ashamed, dumfounded. The escaped train crew after guarding the wreck walked with the newspapermen three miles through a wild rain storm and sent the news to the divisional point at Moose Jaw. At once messages of the deepest apology, evidently inspired from the highest sources, were delivered to the Premier's train, only to be undelivered at the little station of Pense until late in the night.

The wrecking train at Moosejaw that stands ready day and night to meet emergencies was given the alarm. Her crew of one hundred men seized their oilskins, and leaped into their respective places. The wrecker moved down to Belleplains, and waited there while a spare engine ran down to the wreck, and backed away with such of the special as could still run. That included the Premier's car, Hon. Mr. Graham's, and the press car, and baggage car.

A Walk to Regina.

As soon as that was over the wrecker steamed cautiously down to see what its work was. Your correspondent left the special car as she backed into Belleplains, and caught the wrecker. Subsequently, having watched the most man-inspiring work imaginable, he walked to the next station over the prairie, and secured a team with which to drive to Regina, twenty miles, where

A Weird Scene.

The scene was weird and terrible. The lanterns were all broken, and in the pitch darkness, the sootling, shivering men endeavored to light matches. The two demolished engines interlocked in a steaming, wicked embrace, the locomotive of the special standing completely on its end, with the tender crushed through the front coach. The leading cars of the freight were derailed and broken, and through it all was the dread uncertainty, in the darkness, as to who, if any, were killed or injured. The force of the collision broke the car windows, swept the crockery into broken pieces, and hurled over and smashed the furniture. The cars were a dishevelled and demoralized mass of debris. In the press car, the leading passenger coach off the special, the shock was most severely felt. Men were thrown the full length of the car. Typewriters were tossed against the sides as though they were toys. But fortunately, beyond bruises, none were injured.

Mr. Graham in Charge.

The application of the emergency brakes gave momentary notice. Of a sudden there was the scream of the engine, then a sudden shock, followed by the sensation of the tightened wheels sliding along the rails, then the crash of the collision. Everyone was scrambling up again almost instantly. Two of us started back to seek news of the Premier in the rear car. Half-way through we met Hon. George Graham and Mr. Pardoe climbing forward through the wreckage in the Minister's car. "The chief is all right," rang out Mr. Graham's voice. "Let everyone lend a hand to any injured." The conductor of the special was out of commission, with his ribs reported broken. The engineer was still limping down the track where he had jumped, and nothing had been heard of the fireman. The Minister of Railways took charge, with Mr. Pardoe as lieutenant. They worked like Trojans, clearing away debris, guarding against explosions, and giving aid to the bruised.

Newspapermen's Difficulties.

The accident occurred on the prairie, about midway between Moose Jaw and Regina, four miles west of the little station of Pense. With Mr. Patching of The New York Herald, The Globe correspondent set out walking along the track. It was pitch dark and raining torrents, and both were soon drenched. Patching lost his hat in the darkness, and his companion tore off a shoe against a piece of steel. Finally they reached a trail, and after about a mile encountered a doctor driving a team on his return from visiting a patient. Not knowing how badly hurt some of their companions might be, they despatched him to the wreck. After an hour of tramping the welcome light of the little depot loomed before them, four miles from the scene of the collision. There they found the agent, white-faced, waiting for news of the freight that had passed the station under full steam. A few minutes after it had passed, he had been advised that the Lawler special should have gone through Belle Plains station, immediately west, and knew the two trains had collided. The newspapermen

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SPECIAL TRAIN CARRYING SIR WILFRID LAURIER IN HEAD-ON COLLISION WITH FREIGHT NEAR PENSE; ENGINES TELESKOPED AND FIVE CARS WRECKED

Without Warning the Premier's Special
Crashed Head On Into a
West Bound Freight

Sir Wilfrid's Car on Wrecked Train

INTERVIEW WITH THE HONORABLE G. P. GRAHAM.

Wilfrid's Train Taken Back to Moose
Law. No Members of Party

