POOR DOCUMENT

SEVEN DEAD

Fifteen Injured, Induding Several from This City--Colonist Car Telescoped by Baggage in Death Trider Sweep -- Driver Died at His Post.

Samuel Trider, aged 55, en- Alberton (P. E. I.) gineer, Moncton; died at his

Black Rock (Nfld.), was taken from wreck badly hurt; died

W. B. McDonald, aged 45. Cambridgeport (Mass.); was visiting friends in New GlasMalcolm McLean, aged 27

Philip Toole, aged 25; Wm. Wall, aged 25, Hoche Cove, Newfoundland Miss Minnle F. Croake, aged

28, Halifax; was returning to Waverly, (Mass.), where she was employed.

was travelling 35 miles an hour, was just passing Belmont when the locomotive — No. 239, and lately built—jumped the track. She ploughed into the ditch on the right, and fell over. She was followed by the postal, baggage and colonia. R. H. Brown, Newfoundland, legs in-

RAILWAY ACCIDENT

mfield-leg jority of the fatalities occurred. Each of R. J. Norton, Dominion Express agent, The first class, Pullman and diner, re- pudding was sent from one end of the car mained on the roadbed, but each was to the other.

Conductor Clapham, of the diner, had

SEMI-WEEKLY TELEGRAPH, ST. JOHN N. B., DECEMBER 10, 1962.

Newcastle—leg lacerated.
C. Clapham, dining car conductor—thrown headlong by concussion. Engineer Killed; Fireman Saved

caboose—the latter was pitched headlong headlong. in deep snow, escaped harm.

mouth street, this city, respectively. Both mouth street, this city, respectively. Both went on to Boston Sunday, "when were bruised by the joiting and tossing heard the crash, and saw ploughing received as the car ditched.

curred at Belmont, eight miles west of Truro (N. S.), shortly after 12 o'clock Satwere injured, but not to any serious ex- debris generally. tent. DeBoo had his leg and thigh lacer-ated, Norton an arm broken, Woods his back strained and a foot jammed, and When the searchers began work and The Montreal express from Halifax to St. John, in charge of Conductor Millican of this city, was partly derailed and seven people killed, besides many severely injured.

John. These were the cars derailed, in the McHarg saw a small foot protruding and

The dining car in the rear had nearly all coaches, as ft left the rails fell over. its dishes broken and a dish laden with

Engineer Killed; Fireman Saved

Engineer Samuel Trider, of Moncton, and
Fireman Henry Campbell were in the
engine. The former was buried beneath the
engine. The former was buried beneath the

Geo. McHarg, of St. John's (Nfld.), who In the postal car next the engine were clerks Arthur Belyea and John P. Hip-clerks Arthur Belyea and John P. Hip-well, of 30 Wellington Row, and 25 Explanation of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had used to be supported by the conductor of the diner had through the car toward me, the whole end In the baggage car were Express Messengers Norton and DeBoo, Baggagemaster Woods and Brakeman Wm. Edwards. Normough the car toward me, the whole end of the baggage car. I couldn't think. I couldn't move—then all was blank for a moment and when I came to my head was ton belongs in Montreal, DeBoo in Sussex aching and I was perched on a small hill and Woods and Edwards in this city. All of broken seats, splintered boards and

back strained and a loot jumped, were probing about the wreck, Conductor len.

Willican came to the body of a man. It The next car was the colonist—full of passengers, and with whom was Brakeman Crandall, of Bloomfield formerly of St. what loked like a bundle of clothing. Mr. a lightning rush of death.

The baggage car, mounted slight'y, then rending and splintering, shoved into the waiting room of the station.

St. John Survivors (Thrilling Descriptions the Terrifying Scen Rev. A. M. Hill's Grap Story--Sad Death of M Croake.

AT BELMON

The opinion generally expressed as to the cause of the disaster was that the pilot or part of it, had become detached from the locomotive and, dropping caused the engine to jump.

He was through the Palmer's I dent. He was a native of The Plains, near Windsor (N. S.), the genial "Sam." He had hi Moneton with his family some

A wrecking train was soon on the spot ing married a daughter of er from Truro and the Belmont station D. C. Slack, of Truro. Was fir made a temporary hospital. The bodies were carried in on car doors, and some of R. from Truro to Moncton. I the injured died while being conveyed. The Dead Driver.

Driver Trider, of Moncton, was found buried beneath his engine. He was the

ANSWER TO THE C. P. R. EFFECTIVE

WEAKNESS OF ITS POSITION SHOWN.

Mr. Hardwell of the ment Road Asks What the Canadian Pacific Will Do With Its Idle Cars, and Says the !. C. R. Will Pay for What It Needs -- Hon. Mr. Fisher Justifies Government Action -- The British Attitude.

Montreal, Dec. 5.-In an interview todey in reference to the refusal of the Canadian Pacific to turn over live stock to the Intercolonial, Assistant General

The intercolonial, Assistant General Ereight Manager Hardwell, of the government road, said:

"In dealing this week with the prohibition of live stock exports through the New England States, the press has attributed certain statements to officials of the C. P. R., which are calculated to mislead the public and, particularly, the exporters of cattle and sheep to Great Britain. Assuming these gentlemen to have been correctly reported, it may charitably be taken for granted that they had no intention of prejudicing the Intercolonial, the one railway which is in a position to help them and the exporters out of their present difficulties.

While the American authorities have only quarantined four of the New England States, in which they say there is disease, the British Board of Agriculture have forbidden the unloading of any animals in Britain from Maine and New Hampshire as well. They forbid animals to be exported from the ports of these latter states, presumably fearing that animals in the states are dangerous. It seemed to me necessary that I should obtain their views before I could permit animals to be exported from Canada through Maine, one of those states.

Dangerous, Say British.

"I therefore cabled asking distinctly the opinion of the British Board of Agriculture have forbidden the unloading of any animals in Britain from Maine and New Hampshire as well. They forbid animals to be exported from the ports of these latter states, presumably fearing that animals in the states, are dangerous. It seemed to me necessary that I should obtain their views before I could permit animals to be exported from Canada through Maine, one of those states.

help them and the exporters out of their present difficulties.

An Effective Answer.

"One of the statements I refer to is to the effect that the C. P. R. would have to provide more motive power and more rolling stock in order to send cattle to the seaboard by the government railway. In reply to this I have to say that if more motive power is necessary it will be furnished by the Intercolonial, which is well provided with modern first class engines, and that the Intercolonial has not asked the Canadian Pacific to supply the power for hauling this traffic further east than Montreal.

Dangerous, Say British.

"I therefore cabled asking distinctly the opinion of the British Board of Agriculture upon that point. The answer sent by Lord Strathcona contained the statement of the board's views: They, however, think the proposal dangerous and cannot associate themselves in any way with the responsibility of permitting such shipments, even if the Canadian government consider they may be safely allowed without risk."

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This opinion of the British Board of Agriculture upon that point. The answer sent by Lord Strathcona of the board's views: They, however, think the proposal dangerous and cannot associate themselves in any way with the responsibility of permitting such shipments are propos

not only is ungenerous but unfounded.

"The published freight rates of the G.
T. on export live stock to St. John via
I. C. R. are precisely the same as published to West St. John by the C. P. R. and to Portland by the G. T., and the I. C. R. is prepared to accept live stock from the C. P. R. in the ordinary course of interchange and to protect them on the same through rates as are in force from the same territory via Grank Trunk.

Hon. Wr. Fisher's Stafement
In reply to the interview given by General Manager McNicoll, of the C. P. R., in Montreal resterday on the cattle question the minister of agriculture has sent out a statement today in which he takes the ground that Canada cannot affond to take any chances of a policy that might lead to the exclusion of Canada as stock from the British markets. He sad:

"It is evident that those who have given this information do not appreciate the real sifuation. It is the British authorities with whom we have to reckon, and whose action in ferbidding the importation of cattle in England we have to consider. While the American authorities have only quarentined four of the New England States, in which they say there is disease,

the power for hauling this traffic further east than Montreal.

"As regards the car supply, it is the common practice for the initial railway to furnish the cars and these we are prepared to return prompt to the C.P.R. and to pay hem the usual rate. We would treat the ompany in fact as well as the American connections to Boston.

"If the C. P. R. withdraw their open cattle cars from this traffic it is difficult to see to what other purpose they could put term, whereas, by permitting them to run over the Intercolonial to the sea board, the cars would be earning rental instead of tanding unused on sidings.

"It is further stated that the additional prices the cattle exporters will be able to obtain on a contract of the state of the safe care of the safe cattle exporters will be able to obtain on a contract of the safe cattle exporters will be able to obtain on a contract of the safe cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain on a cattle cattle exporters will be able to obtain and profited in Massachusetts, Rhode Island, Connecticut, Vermont, and prohibiting movement of animals from those states. Maine and New Hampshire are evidently free, Urgent demands from the following cattle "'To tandon's exact of the saste of the massachusetts, Rhode Island, Connecticut, Vermont, and prohibiting movement of animals from those states. Maine and New Hampshire are evidently free, Urgent demands from the following cattle "'To tandon's exact of the following cattle in the

(Signed) "'FISHER.' enable them to pay higher rate to the government railway. The principal exporters must be well aware that the insinuation that the I. C. R. would take advantage of the situation to charge a higher rate (Continued on page 8, third column.) "It may be seen," said Mr. Fisher, "that

TWO THOUSAND C. P. R. EMPLOYES GET MORE PAY.

Samuel Taylor—passenger. Wm. Vicars, Newfoundland—body and

riscey, passengers, slightly hurt. George Woods, baggage master, St. John—back bruised.

George McHarg, Newfoundland-head

What will be accepted as the wor

legs bruised. James, Cavanaugh, W. Liconce,

Company Grants Increases Well Up to 15 Per Cent.

vay, comprising all the conductors, trainwere granted increased wages today. The advances reach well up to 15 per cent.

The increases were granted by the company after negotiations covering a period of six weeks with a joint committee of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.

Passenger conductors north of Lake Superior will receive \$125 a month, instead of \$108; on lines east of the lake they are increased from \$100 a month to

Passenger conductors on branch lines will be paid \$90 instead of \$30 a month. Through freight conductors who were paid \$2.70 per 100 miles will receive \$2.90. Through freight brakemen are increased eight cents per 100 miles, making the rate

about 10 per cent all round.

Baggagemen received an eight per cent
advance. Their wages will range from \$53

Yardmen's wages were advanced about 15 per cent, making them the best paid in eastern Canada. In the larger yards foremen will receive 25 cents an hour and others 21 cents. In the smaller yards the rates will be 23 and 29 cents.

Roughly estimated the advances granted mean about \$250,000 a year to the com-

SHEDIAC VOTES IN FAVOR OF INCORPORATION.

Shediac, Dec. 5-(Special)-Incorporatio was carried today by a majority of 40, although a small vote was taken on account of the great storm.

Russian Troops Kill 20 Rioters. London, Dec. 6—A despatch from St. Petersburg to the Daily Express says that in the recent riots at Rostoff the troops fired on the workmen, killing 20 of them.

DOMINION STEEL COMPANY WINS AN IMPORTANT SUIT.

Justice Burbidge Decided an Interesting Technico-legal Point Arising in the Pig iron Bounty Payment.

The Government Must Pay the Bounty on Molten Raw Iron-The Ontario Government Disputed Accounts Case.

Ottawa, Dec. 5.-(Special)-Two import- | Saturday's Gale Along Atlantic Coast ant judgments were delivered in the exchequer court this morning by Justice Burbidge. In the petition of right of the Dominion Iron & Steel Company vs. The King judgment was directed to be entered in favor of the company for the amount claimed in their petition, viz., \$196,967.15. move for an order to have an account

pig iron made in Canada, that is to say, on steel ingots manufactured from ingredients of which not less than 50 per cent. of the weight thereof consists of pig iron made in Canada, a bounty of \$3 per ton. On puddled iron bars manufactured from pig iron made in Canada a bounty of \$3 per ton. On pig iron manufactured from ore, a bounty of \$3 per ton on the proportion produced from Canadian ore, and \$2 per ton on the proportion produced from the proportion produced from the proportion produced from New York, which arrived here to the secondary of the secondary control of the secondary contro

foreign ore."

The company have four blast furnaces for making pig iron and 10 open hearth furnaces or making steel at their works in Sydney (N. S.) The company, like most manufacturers of pig iron and steel today, use the product of their blast furnace while retained to the steel today. ace while yet in a liquid or molten state for the manufacture of steel, the hot met-al being taken direct from the blast furnal being taken direct from the blast furnaces to the steel mill. A question having been raised by the auditor general as to whether the company were entitled to the said bounties, these were withheld pending the decision of the exchequer court. Judge Burbidge holds in effect, that in the usage of the trade of the iron master and those familiar with the process of manufacturing steel from pig iron, the term pig iron includes that substance in a liquid or molten state as well as in its solid form. This judgment is of the utmost importance to the trade.

The other judgment was in favor of Ontario as against the dominion for \$113,173. This was for interest in connection with the disputed accounts case.

Permits to enter the Transvaal or Orange

the disputed accounts case.

Permits to enter the Transvaal or Orange River will be issued only at South African known.

Ports, persons are advised to ascertain before leaving whether permits will be grants sailor d

the American Veterinary Association would hold its next annual meeting in Ottawa in September, 1903. The invitation Ottawa in September, 1903. The invitation sent by the city council has been accepted and it is expected that fully 300 delegates will be in attendance.

A time test round-the-world message addressed to Mayor of Ottawa was filed by Sir Sandford Fleming at 7 o'clock tonight. Mayor Cook received the message at 10.03.

Ottawa, Ont., Dec. 5, '02. Round the World to Mayor Ottawa:
Operators please insert local received after name station, following list and immediately transmit—Canso 7.59, London Ascension, Cape Town, Durban, Cocos 1.15, Perth Brisbane, Fanning 5.58, Bamfield

(Signed) SANDFORD FLEMING.

To St. John Via Temiscouata Railway The annual meeting of the Temiscouta railway was held in Quebec last Tuesday. The financial condition of the railway was reported excellent. Arrangements have been completed to run fast express trains, commencing next summer, from Riviere du Loup to St. John (N. B.) in conjunction with the Canadian Pacific railway

THIRTY-NINE DAYS DRIFTING

Eleven Seamen Rescued Nearly Starving After Terrible Experience.

Wins on Its Action for Interest on the SEVERAL SEA DISASTERS

the Worst Since the One Which Destroyed the Steamer Portland -Schooner Abandoned Off Cranberry Island, Canso.

Savannah, Ga., Dec. 6-The British steamer Darlington, Captain Work, arrivants get the costs and so get all the relief men of the Norwegian barque Ruth for they went into court to obtain.

The case arises upon the construction of the dominion statutes 60-61 Vic. C. 6, and 62 63 Vic. C. 8. authorizing the governor general in council to pay bounties, "on steel ingots, puddles, iron bars and pig iron made in Canada, that is to say, or steel ingots, manufactured from ingred-39 days she drifted a helpless derelict with is needed by some, the Tonic by

from New York, which arrived here to-

from New York, which arrived here to-day reports having passed off Frying Pan Lightship about noon today a dismasted schooner, name unknown, in tow of a steamer of the Savannah line. Highland Light, Mass., Dec. 6—The northeast gale which began at daylight yesterday increased to 75 miles an hour at noon, with rain, sleet and snow. Noth-

Canso, N. S., Dec. 7-(Special)-The sailor drowned in the disaster to the schoner Lucinda A. Lowell, was Peter Mayor Cook received word today that Fougre.

St. John Young Lady Pleases Houlton People

Houlton, Me., Dec. 4-Miss M. Florence Rogers, of St. John, made a decided impression upon Houlton people Wednesday evening at Music Hall, she being the leading feature of a literary and musical evening, given under the auspices of the Free Baptist C. E. Society. An unusual array of the best local talent, including Bryson's Orchestra, supported Miss Rogers, who made her first appearance before a Houlton audience.

Too much cannot be said in praise of her talent and dramatic ability, for her humorous selections were rendered in a highly entertaining manner, and in her heavier pieces, The Tale of Two Cities, and the court scene from The Merchant of Venice, she was superb. Her impersonation of Shylock in this scene was grand and showed ability of a marked degree. Other numbers on the programme by local artists were exceedingly well rendered, and the orchestra's selections received several encores. All things considered, it was an evening delightfully spent. Rogers, of St. John, made a decided impres-

During the war between Britain and China two old men were busily discussing it, when one remarked to the other—"I hear, Mike, that the Chinese have more min than the British." "They hev," retorted the other; "but the question of rale importance ain't which hev the most whin they start to foight, but which have the most whin they git through."

NEW COAL MIKE IN CUMBERLAND COUNTY

Truro, N. S., Dec. 6—(Special)—There is considerable excitement at Victoria, Cumberland county, near Oxford. James Strarg, United States mining expert, has opened a six-foot seam of coal and is developing it rapidly. He says he will raise coal for market within three weeks. He has taken up about 30 square miles of country surrounding the shaft and expects a large output.

Britain's Imports from Canada Toronto, Dcc. 7—(Special)—The Telegram's special cable from London says: "The value of the imports from Canada for November are as follows: Cattle, £185,208; sheep. £6,408; bacon, £104,204; butter, £214,622; cheese, £66,347; eggs, £82,511; hams, £19,314; horses, always and the cattle of the catt

SYDNEY STORM SWEPT.

Nine Schooners Blown Ashore in Sydney

always feel thankful when she gets to it.'

EDITOR'S NOTE .- The Slocum others, the Expectorant by others, System of Treatment for the cure of the Oxojell by others still, and all Consumption, Pulmonary Troubles, four, or any three, or two, or any catarrh, General Debility, and nearly all the ills of life, is medicine bination, according to the needs of reduced to an exact science by the

world's foremost specialist.

By its timely use thousands of apparently hopeless cases have been Our readers are urged to take world's foremost specialist. permanently cured.

The Emulsion of Cod Liver Oil offer.



His

of health in all the departments the human body.

The four preparations embody all the essary elements of a complete treatment of a complete treatment on—as well as for most of the chronic wasting ills of life. Apparently hope-scases are cured by their timely use, less free remedies comprise the great tive forces discovered by the emiphysician, Dr. Slocum, they represent acme of the pharmacist's skill and them will be found explicit direction them will be found explicit direction. their use in any case.
ou are invited to test what this system do for you, if you are sick, by writing a FREE TRIAL TREATMENT and Four Free Preparations will be for-rded you at once with complete direc-

vented the disease in countless insta ces.

The Slocum Treatment consists of four distinct remedies for the cure of the sumption, Weak Lungs, Bronchitis, Catarrh, and all pulmonary and wasting diseases, and is based upon principles essential to the correction of function, the rebuilding of the tissues, the overthrow of parasitic animal organisms and the establishment of the sumption of the tissues, the overthrow of parasitic animal organisms and the establishment of the sumption of the tissues, the overthrow of parasitic animal organisms and the establishment of the sumption of the tissues, the overthrow of parasitic animal organisms and the establishment of the sumption of the tissues, the overthrow of parasitic animal organisms and the establishment of the sum of the s

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Before buying a range see that it able to good cooking, and the "Famous have no "Famous Activa" special features es-they are indispense more than ranges that special features. Write for booklet.