

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

SEVEN DEAD IN RAILWAY ACCIDENT AT BELMONT

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

The dead: Samuel Trider, aged 55, engineer, Moncton; died at his post. William Kennedy, aged 23, Black Rock (Nfld.), was taken from wreck badly hurt; died later. W. B. McDonald, aged 45, Cambridgeport (Mass.), was visiting friends in New Glasgow.

W. K. Edwards, brakeman, St. John--knee injured. J. Crandall, brakeman, Bloomfield--leg broken. R. J. Norton, Dominion Express agent, Montreal--arm broken. Frank DeBoo, Canadian Express agent, Newcastle--leg lacerated. C. Clapham, dining car conductor, thrown headlong by concussion. Samuel Taylor--passenger. Wm. Vicars, Newfoundland--body and legs bruised. James Cavanaugh, W. Lionce, M. Morrice, passengers, slightly hurt. George Woods, baggage master, St. John--back bruised. Arthur Belyea, postal clerk, St. John--hand bruised. George McFarlane, Newfoundland--head hurt. J. P. Hipwell, mail clerk, St. John--bruised.

latter being telescoped by the baggage car. It was in the colonist car that the majority of the fatalities occurred. Each of the coaches, as it left the rails full over. The first class, Pullman and diner, remained on the roadbed, but each was slightly off the rails. Engineer Killed: Fire in Saved Fireman Henry Campbell was in the engine. The former was buried beneath the caboose--the latter was pitched headlong through the caboose window and, landing in deep snow, escaped harm. In the postal car next the engine were clerks Arthur Belyea and John P. Hipwell, of 30 Wellington Row, at 23 Esplanade street, this city, respectively. Both were bruised by the jolting and tossing received as the car dived. In the baggage car were Express Messengers Norton and DeBoo, baggage-master Wm. Edwards, Norton belongs in Montreal, DeBoo in Sussex and Woods and Edwards in this city. All were injured, but not to any serious extent. DeBoo had his leg and thigh lacerated, Norton an arm broken, Woods his back strained and a foot jammed, and Edwards his right knee crushed and swollen. The next car was the colonist--full of passengers, and with whom was Brakeman Crandall, of Bloomfield formerly of St. John. These were the cars derailed, in the other three no one was harmed. The telescoping of the colonist car was a lightning rush of death. The baggage car, mounted slightly, then dived and splintered, shoved into the

passenger crowded colonist, jamming seats and occupants into a heap of agony. The dining car in the rear had nearly all its dishes broken and a dish laden with pudding was sent from one end of the car to the other. Conductor Clapham, of the diner, had just left the second-class car, where he had been conversing with Miss Minnie Croake, of Halifax, when the disaster came. He was about entering his own car at the moment and the shock sent him headlong. In the colonist car was a man named Geo. McFarlane, of the Belmont station, who came to the body of a man. It was pulled out and in the space it left was earth and splinters partly covering what looked like a bundle of clothing. Mr. McFarlane saw a small foot protruding and when he was asked what was supposed to be a bundle of clothing was in reality the body of the young woman. She was tenderly drawn forth and carried to the waiting room of the station.

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

The opinion generally expressed as to the cause of the disaster was that the pilot part of it, had become detached from the locomotive and, gripping caused the engine to jump. A wrecking train was soon on the spot from Truro and the Belmont station made a temporary hospital. The bodies were carried in on car doors, and some of the injured died while being conveyed. The Dead Driver. Driver Trider, of Moncton, was found buried beneath his engine. He was the oldest engineer on the road and brought the Duke of York's train into this city. He was through the Palmer's I dent. He was a native of the Plains, near Windsor (N. S.), the genial "Sam." He had his Moncton with his family some married a daughter of St. D. C. Sack, of Truro. Was the sister of Mrs. Peter Robertson, and in so well known in the building of the I. C. R. duties he stuck to his post. The special made up at the scene of the wreck reached Union station about 11:15 (Continued on page 8, third column.)

ANSWER TO THE C. P. R. EFFECTIVE

WEAKNESS OF ITS POSITION SHOWN.

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

Montreal, Dec. 6--In an interview today in reference to the refusal of the Canadian Pacific to turn over live stock to the Intercolonial, Assistant General Manager Hardwell, of the government road, said: "In dealing 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.

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.

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

Five Points of Superiority in "Famous Active" Ranges.

- 1-Ventilated oven. 2-Thermometer in oven door. 3-Broiling and toasting door. 4-Basting door in large oven door. 5-Sectional cast-iron linings. These are additional features--not mere claims--in common ranges. Before buying a range see that it has all these features--they are indispensable to good cooking, and the "Famous Active" Ranges have no "Famous Active" special features. Write for booklet. Makers of the "Sunshine" Furnace and "Cornwall" Steel Ranges. McClary's London, Toronto, Montreal, Winnipeg, Vancouver, St. John, N. B.

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

Company Grants Increases Well Up to 15 Per Cent.

MEANS \$250,000 A YEAR

All the Conductors, Trainmen and Yardmen East of Fort William Came in for the Raise--What the New Rates Will Be.

Montreal, Dec. 5--(Special)--Two thousand and employees of the Canadian Pacific Railway, comprising all the conductors, trainmen and yardmen east of Fort William, were granted increased wages today. The increases 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.

SHEDDIAC VOTES IN FAVOR OF INCORPORATION.

Shediac, Dec. 5--(Special)--Incorporation 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 Times 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 Burbridge Decided an Interesting Technico-legal Point Arising in the Pig Iron Bounty Payment.

The Government Must Pay the Bounty on Mutton Raw Iron--The Ontario Government Wins on Its Action for Interest on the Disputed Accounts Case.

Ottawa, Dec. 5--(Special)--Two important judgments were delivered in the exchequer court this morning by Justice Burbridge. 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., \$196,907.15, and leave was given to either party to move for an order to have an account taken, and the amount so ascertained to be substituted for the sum of \$196,907.15.

THIRTY-NINE DAYS DRIFTING ON DERELICT.

Eleven Seamen Rescued Nearly Starving After Terrible Experience.

Savannah, Ga., Dec. 6--The British steamer Darlington, Captain Miller, arrived today with Captain Ramussen and 10 men of the Norwegian barque Ruth for Greenock, rescued in lat. 29 W. and lon. 45 N. The Ruth was dismantled and wrecked the latter part of October. For 39 days she drifted a helpless derelict with the crew aboard, the men on the verge of starvation when the Darlington sighted them and took them off.

SEVERAL SEA DISASTERS

Saturday's Gale Along Atlantic Coast Destroyed the Steamer Portland--Schooner Abandoned Off Cranberry Island, Canso.

Wilmington, N. C., Dec. 7--Captain Miller, of the schooner Eva A. Danowhaver, from New York, which arrived here today reports having passed off Prying Pass about noon today a damaged schooner, name unknown, in tow of a steamer of the Savannah line.

THE FREE TRIAL

The honor of this country is arrested the progress of this fatal maddening disease with the wonderful system of treatment which has been reduced to an exact science for the cure of Consumption--its cure and prevention--as well as for most of the chronic and wasting ills of life. Apparently hopeless cases are cured by their timely use. These free remedies comprise the great curative forces discovered by the eminent physician, Dr. Slocum, they represent the acme of the pharmacist's skill and when they will be found explicit directions for their use in any case. You are invited to test what this system do for you. If you are sick, by writing for a FREE TRIAL TREATMENT and the Four Free Preparations will be forwarded you at once with complete directions for use. Simply write to the T. A. Slocum Chemical Company, Limited, 170 King Street West, Toronto, giving post office address and the free m (the Slocum Cure) will be promptly Persons in Canada seeing this offer in American papers will pi for samples to Toronto.

NEW COAL MINE IN CUMBERLAND COUNTY.

Truro, N. S., Dec. 6--(Special)--There is considerable excitement at Victoria, Cumberland county, near Oxford, James Strang, 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 20 square miles of country surrounding the shaft and expects a large output.

BRITAIN'S IMPORTS FROM CANADA

Toronto, Dec. 7--(Special)--The Telegram's special cable from London says: "The value of the imports from Canada for November are as follows: Cattle, \$1,182,205; sheep, \$2,490,000; bacon, \$10,120; butter, \$2,742,000; cheese, \$2,636,947; eggs, \$22,511; hams, \$15,214; horses, \$1,330.

SYDNEY STORM SWEEP.

Halifax, N. S., Dec. 7--(Special)--The worst storm in years swept over Cape Breton Friday night. Nine schooners alighted their anchorages and went ashore in various parts of Sydney harbor. About 5 o'clock it commenced to snow, and shortly before midnight it turned to sleet. The wind blew 40 miles an hour. Trees were uprooted and in some places blown across the I. C. R. track. Chimneys and fences were blown down, and other damage done. Most of the schooners blown ashore are Newfoundland fishermen and some will be total loss.

CONSUMPTION CAN BE CURED

EDITOR'S NOTE--The Slocum System of Treatment for the cure of Consumption, Pulmonary Troubles, Catarrh, General Debility, and nearly all the ills of life, is medicine reduced to an exact science by the world's foremost specialist. By its timely use thousands of apparently hopeless cases have been permanently cured. The Emulsion of Cod Liver Oil is needed by some, the Tonic by others, the Expectorant by others, the Oxogel by others still, and all four, or any three, or two, or any one, may be used singly or in combination, according to the needs of the case. Full instructions with each set of four free remedies illustrated here. Our readers are urged to take advantage of Dr. Slocum's generous offer.

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