

THE STAR ST. JOHN N. B., MONDAY, SEPTEMBER 16, 1907.

FIVE

## DR. JAEGER'S PURE WOOL SLIPPERS

For Bath and Bed Room.

Soft as silk and warm as toast.  
The best goods made on earth.  
New stock now in.

Men's ..... \$1.50, \$1.85, \$2.00  
Women's ..... 1.00, 1.35, 1.50  
Children's ..... 85c

## WATERBURY & RISING

King Street..... Union Street

## The Celebrated P. C. Corsets.

We have them in all sizes.  
Prices, 50c, 75c and \$1.00 per pair.  
A. B. WETMORE, (Type printer.) 59 Garden St.



**The Dunlap-Cooke Co. of Canada, Ltd.**  
MANUFACTURING FURRIERS  
BOSTON, Mass., 167 Tremont St.  
WINNIPEG, Man., 409 Main St.  
St. John, N. B., 78 & 80 Barrington St.  
54 King St.  
HALIFAX, N. S.  
AMHERST, N. S.  
80 Victoria St.

## EXPECTS TRIAL TO LAST A WEEK

Solicitor General Jones Thinks Jury to  
Try Collins Will be Secured Without  
Much Trouble.

Hon. W. P. Jones and his son, who spent Sunday in the city, will leave this morning for Hopewell Cape, to attend the Collins trial. In conversation with The Star, the Solicitor General seemed to be of the opinion that the jury would reach a verdict of guilty. He said that he had heard rumors that members of the jury were not in favor of capital punishment, but he could not say whether this was true or not. As to getting a new jury he thought there might be some difficulty in getting twelve men who had not formed an opinion on the case; however, he thought that as one hundred and twenty-one men had been empaneled, they could get the required number of unbiased men. Mr. Jones thought it would take about a week to finish the trial.

A despatch to The Sun last evening concerning the trial stated that Sheriff Lynde had returned from his tour of the county summoning the jury. He says that many begged hard to be let off on account of the pressing needs in the harvest fields, but he managed to serve a summons to appear on the full one hundred and twenty-one. One of the witnesses, Mr. Hefner of St. John, is already on the ground.

## JAMES ALLEN'S BODY BROUGHT HOME

Family Grateful for the Great Kindness  
Shown Them.

The funeral of James Allen, who was killed by the train on Friday in Maine, will take place this afternoon at 2:30 o'clock from his late home 29 Clarence street. Interment will be made at Fernhill, N. W. Ireland, and sons, have charge of the funeral arrangements. The body arrived early Sunday on the Boston express. Everything showed that the people of Bancroft, Me., had been particularly kind to a stranger suddenly stricken down in their midst. Flowers accompanied the body and showed by their presence that careful hands had taken care of the dead boy. The family of the deceased wish to thank all those who have shown sympathy for them in their bereavement. Their gratitude is particularly desired to be expressed through the Maine papers to those at Bancroft who carpentered for the dead lad. They also wish

to thank Mr. Downie, of the C. P. R., for the kindness he has shown in connection with the sad affair. The statement that the deceased was on his way to work in the Maine potato fields by the dead boy's family, is said to be incorrect. He was a baker by trade and was going to work at it in Maine.

## NORRIS & ROWE HAVE FAIR SHOW

Both Circus Performances on Saturday  
Well Attended—Handicapped by  
Unsuitable Grounds.

Norris & Rowe's circus gave a fair show on Saturday under some difficulty. Owing to a breakdown of the circus train was delayed and did not reach the city until about eight in the morning. On this account, the parade was omitted. In the afternoon the parade started at one o'clock and covered several of the principal streets. The parade was quite up to the standard of other shows seen here.

The tents were pitched on the old Gilbert shipyard grounds. The show was a poor one, not being very large, and the ground being very soft. The ring work of the horses was handicapped very much by the nature of the ground.

The afternoon performance was late in starting which caused some dissatisfaction among the audience. Both the afternoon and evening performances were fairly well attended.

The menagerie included a large collection of animals. There were three elephants, a large lion, a lioness with three cubs and many other animals. Among the horses and the ponies were smart and well kept.

The side-shows included a Georgia minstrel troupe, Wm. Dess, the elastic man, who had no trouble in stretching himself or any part of his anatomy. Princess Olga, who did an Oriental dance of the usual sort, and who, by the way, was better looking than such dancers usually are—the well known levitation trick by a hypnotist, and a couple of other farces.

While not a large circus and while the performance dragged at times the show on the whole was satisfactory to the audience. Everything was of a clean nature and there was no faking. Tents were struck immediately after the evening performance, and the circus train left shortly after midnight.

Jones—That young man who plays the cornet is ill.  
Green—Do you think he will recover?  
Jones—I am afraid not. The doctor who is attending him lives next door.

## 24 KILLED IN WRECK OF QUEBEC EXPRESS ON BOSTON & MAINE

### Victims Were Returning from Sherbrooke Exhibition—Mostly Women.

### Passenger Car Demolished and All the Occupants Killed or Injured—Wounded Number 27—Head-on Collision Was Due to Train Dispatcher's Mistake.

WHITE RIVER JUNCTION, Vt., Sept. 15.—A terribly fatal head-on collision between the south-bound Quebec express and a north-bound freight train in the Concord division of the Boston and Maine road occurred four miles north of Canaan station early today, due to a mistake in train dispatcher orders. From a demolished passenger coach there were taken out twenty-four dead and dying and twenty-seven other passengers more or less wounded. Nearly all those who were in the fatal car were returning from a fair at Sherbrooke, 160 miles north. The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan station, re-arranging according to the superintendent of the division, a copy of a telegram order from the train dispatcher at Concord, which confused the train numbers 20 and 34. The wreck occurred just after the express had rounded into a straight stretch of track, but owing to the early morning mist neither engineer saw the other's headlight until it was too late.

**The Dead.**  
Timothy Loughness, Manchester, N. H.  
Mrs. Timothy Loughness, Manchester, N. H.  
Miss Annie St. Pierre, Isle Verte, Que.  
George L. Southwick, 6 Linden street, Worcester.  
Fred. M. Phelps, Oshkosh, Texas.  
Mrs. M. E. Warren, Haverhill, Mass.  
Mrs. L. C. Blake, Corinth, Vt., and West Somerville, Mass.  
Mrs. Adolph Bolser, Concord, N. H.  
Miss Annie Barrett, Manchester.  
Mrs. Philip Gagnon, Sherbrooke, Que.  
Austin Royer, Manchester, N. H.  
Miss Alvina Green, Nashua, N. H.  
Mrs. Webster, a dressmaker living in Massachusetts.  
John H. Congdon, Bethel, Vt., and Boston.  
Richard F. Clarkson, Lebanon, N. H.  
Mrs. E. S. Briggs, West Canaan, N. H.

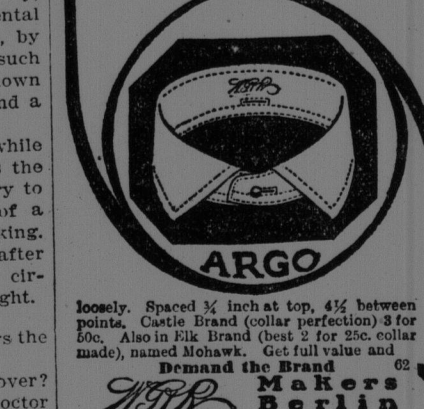
John G. Duncan, Bethel, Vt.  
Infant child of Irving Gifford, Concord, N. H.  
The list of unidentified dead as given out by the Boston and Maine railroad officials includes the following:  
The body of a woman, bearing a card marked "Bridget Johnson," and a gold band ring inscribed, "J. S. C. to P. E."

The body of a woman, bearing a card marked "Miss Godfrey, N. Y.," and a gold ring, was also found. A body of a man bearing receipts marked "Frank H. Laves, Ipswich, Mass., and gold ring and button, both inscribed with letters W. M. A., and an I. O. O. F. button.  
Body of man about thirty years, bearing card addressed to "Ettie A. Sampson, 123 Pembroke street, Boston." No names were found on the other two bodies.

**The Injured.**  
The following injured were taken to the Mary Hitchcock Hospital at Hanover, N. H.:  
Unknown boy, eight years, arm from end to end. As it did so the road torn out and head injured, dying.  
John Saunders, Nashua, N. H., left leg and wrist injured.  
Mrs. C. N. Saunders, Nashua, N. H., head and back injured.  
Mrs. C. N. Saunders, Nashua, N. H., contusions on face.  
Mrs. Hester Saunders, Nashua, internal injuries.  
Fred Saunders, Nashua, N. H., shoulders injured.  
Mrs. Hester Saunders, Brookton, Mass., head and back injured.  
Wm. Cunningham, Hamilton, Mass., back and chest injured.  
Charles St. Pierre, Isle Verte, Que., internal injuries.  
Arthur Jacques, Milbury, internal injuries.

Henry Moran, Nashua, N. H., wrist bruised.  
Mrs. Moran, Nashua, concussion of the head.  
E. A. Batchelder, Somerville, ankle broken.  
Philip Gagnon, Sherbrooke, internal injuries.

**Comfort-shaded**  
Perfect-cut, double-sewn, wear-resisting, Cord Brand collar perfection for boys. Also in silk, broad (best 5 for 50c, collar brand), named below. Get value and wear with large, soft bow or four-in-hand, knotted.



John Barrett, Manchester, N. H., head and breast injured.  
Frank Ryan, brakeman, White River Junction, right arm bruised and leg cut.  
Miss Jennie Jameson, Nashua, hip wrenched.  
Miss Abby Janson, Nashua, broken foot bone.  
Mrs. Carry A. Dewey, right side injured.  
Mrs. Rosa Reagan, Manchester, bruised face.  
Miss Juno Noyes, North Pomfret, Vt., head and back injured.  
Miss Ella Vintummen, Lisbon, N. H., cleical bone broken.  
Miss Della Moran, Manchester, N. H., bruised face.  
Three children cut and bruised, not seriously injured.  
Also sent to hospital, Cunningham baby unitary.  
The southbound train from Quebec consisted of the locomotive, baggage car, passenger car and smoking car, in that order with a sleeper in the rear. The train left White River Junction at 2:50 a. m. today, forty minutes late and was followed twenty minutes later by the Montreal Express over the Central Vermont R. R. The Quebec train is known as No. 30 and the Montreal train as No. 34.

**Cipher Caused Tragedy.**  
In the meantime a northbound freight train known as No. 287 had arrived at Canaan, eighteen miles down the road, at 4:10 a. m. on time. According to the district superintendent, W. F. Ray, J. W. Crowley, the night dispatcher at Concord, sent a despatch to John Greeley, the night operator at Canaan, that No. 24 was an hour and ten minutes late. The order which Conductor Lawrence of the freight train, showed after the accident distinctly states that No. 29 instead of 34 was an hour and ten minutes late. Conductor Lawrence believing that he had sufficient time to clear the track, sent a despatch to the night operator at Canaan, telling him that No. 24 was an hour and ten minutes late. The freight train, which was carrying a load of lumber, was on a straight piece of track, about a mile in length, and the Quebec express had rounded a curve into this stretch when the engines saw the headlights of the opposite train burst out of the fog. Both engineers set their brakes and then jumped, while the two great locomotives crashed into each other and locked in a firm embrace rolled into the ditch.

**Head On Full Speed.**  
The morning was a dull, misty one in the western New Hampshire mountains and the long freight train, with a score of heavily loaded cars, was running toward West Canaan at the usual speed. On the other side of the curve the Quebec express, sliding down the single track with her heavy load of passengers. The freight train was on a straight piece of track about a mile in length, and the Quebec express had rounded a curve into this stretch when the engines saw the headlights of the opposite train burst out of the fog. Both engineers set their brakes and then jumped, while the two great locomotives crashed into each other and locked in a firm embrace rolled into the ditch.

**Work of Rescue.**  
Fortunately, with the engines off to one side, the wreckage did not take fire and a further horror to the already dreadful scene. The train hands, ably seconded by the passengers from the sleeping car, groped their way among the ruins and began the work of rescue. The bodies of the dead were laid beside the track quickly but tenderly, while the rescuers turned their attention to those who needed aid. Great beams were lifted, pieces of wreckage were thrown aside and the bleeding and mangled forms were dragged out and laid on the backs of broken seats or upon blankets from the sleeping car. Wounds were hastily but tenderly bandaged and deep cuts staunchly by more bedding from the sleeper. The little bodies were picked up and faithfully laid in the dawn light before the dead ones came.

The neighborhood is sparsely settled, but the few farmers were easily aroused and lent every aid to the work of rescue.  
In the meantime word had been de-

spatched to this place and to Concord and Hanover and within an hour a large force of physicians was hurrying to the scene.

### Heroic Brakeman.

The accident was not without its heroes and one of these was Frank Ryan, a brakeman on the express. Ryan was caught in the wreckage and had an artery severed. He was unconscious for nearly fifteen minutes and when he regained his senses, his first thought was of the Montreal express, which he knew was thundering down on the wreck, with no brakeman in the rear to wave a warning signal. In a few husky words Ryan told of the approaching danger and the Montreal express was stopped only a quarter of a mile from the rear of the wrecked train.

### Shocking Scenes.

Among the West Canaan farmers was Benjamin Briggs, who was one of the first at the scene and two hours later he drew out the body of a man. On turning up the face, Mr. Briggs looked into that of his mother and almost collapsed from grief. Mrs. Briggs had been visiting friends in the north and was on her way to Boston. The sun, which rose about the time the first doctors reached the scene, disclosed to them the full extent of the disaster. The sides of the passenger coach lay on either side of the track. A little farther on was a tangled mass of iron and steel from which the steam was rising and which once had been two locomotives. Off to one side was a crowd of people hurrying from one train to another in a vain attempt to ease the pain and stop the flow of blood. On the other side of the track all were silent as one by one the shattered bodies of the dead were laid in an ever-increasing row until sixteen were resting side by side beneath the trees.

As soon as practicable the seriously injured were taken on a stretcher, taken to a train and conveyed back to this place, and then up the river to Hanover, N. H., where they were given the best medical and surgical treatment at the Mary Hitchcock Hospital at Dartmouth College.  
But before the train reached here eight more had succumbed to their wounds, which brought the dead up to twenty-four. During the forenoon twenty-seven of the injured were taken to Hanover, while the bodies of the sixteen were transferred in two trains to Concord.

**Supt. Ray's Statement.**  
Supt. Ray, as soon as he had arranged for the victims of the accident, began an investigation of the cause, and this afternoon gave out the following statement:

"The accident was due to a misunderstanding between J. A. Crowley, the night dispatcher, Concord, who had been in the service seven years, and John Greeley, the night operator at Canaan, who has been 23 years service, in transmitting a train order. One of these two men made the fatal error of taking a cipher for a four. The train order which Conductor Lawrence of the freight train received at the Canaan station said that train No. 30 was running one hour and ten minutes late. On this order the freight conductor could easily have made the side track at West Canaan, and this was his intention. Ordinarily train No. 34 follows No. 30 and the freight conductor held an order received at Canaan that No. 34 was forty minutes late. It was the freight conductor's intention then to keep on to West Canaan. Train Dispatcher Crowley of Concord stated that No. 34 was an hour and ten minutes late. It was his mistake of taking a cipher for a figure four that caused the wreck."

**LEBANON, N. H., Sept. 15.**—One of the unidentified dead in the wreck at Canaan is believed to be Richard F. Clarkson of this town, a merchant tailor, and prominent member of the Knights of Pythias. Mr. Clarkson took the ill-fated train at Lebanon intending to go to Portsmouth, N. H., on a visit to his mother.  
Parties who are acquainted with Mr. Clarkson will go to Concord tonight to try to identify the body.

### Company's Statement.

BOSTON, Sept. 15.—The following statement was given out by the Boston and Maine railroad officials in this city:  
"The collision was evidently due to a misunderstanding of train orders. Train 287 (freight), engine 64, Engineer F. O. Brown, with baggage car, coach, smoker and sleeping car, left White River Junction for Boston at 2:55 a. m., forty-five minutes late. "Train 34 (C. V. passenger) left White River Junction at 2 a. m., one hour and thirty minutes late. At East Andover, twenty-seven miles south of Concord at 12:45 this a. m. and arrived at Canaan, N. H., at 4:10 on time. Train 287, consisting of engine No. 39, Engineer J. P. Callahan, Conductor F. O. Brown, with baggage car, coach, smoker and sleeping car, left White River Junction for Boston at 2:55 a. m., forty-five minutes late. "Train 34 (C. V. passenger) left White River Junction at 2 a. m., one hour and thirty minutes late. At East Andover, twenty-seven miles south of Concord at 12:45 this a. m. and arrived at Canaan, N. H., at 4:10 on time. Train 287, consisting of engine No. 39, Engineer J. P. Callahan, Conductor F. O. 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