

FOUR DEAD IN AWFUL CRASH ON I. C. R.

But seconds were rapidly consumed and he realized the futility of his task and turned back, determined at all events to save the life of his passenger, Stuart Thompson, of Emerald, and his own if possible. He reached the van and told Thompson to jump. He then disappeared into darkness himself.

Express Speeds On to Doom. The big compound I. C. R. engine, 229, from which the unfortunate Sam Trider was hurled into eternity only a few months ago at Belmont, with her plucky driver, William Wall, eager to make up lost time passed Wellington a moment or two before with her search light towards Halifax, at a rate of 45 miles an hour.

On through the darkness the steam of engine flew, passed flickering lights of farm houses and stations, and the passengers lay back with a feeling of contentment.

"We're on the move now," observed one of the others and they were indeed. Wellington drove in sight. A moment later the station and its surroundings disappeared from view, and the train sped on at undiminished speed.

Suddenly there was quick pressure of the lever, as No. 229 turned a curve two and a quarter miles west of Windsor Junction. A light could be distinguished ahead. Every second brought it closer and higher, and then, in the twinkling of an eye, there was puffing, throbbing, steaming and snorting, and two of the greatest monsters that ever sped over the rails lay locked in each other's arms, and three men lay locked in the arms of death, with a lake on one side and a pond on the other.

Safe in the Midst of Destruction. The cars flew from the rails. Timber filled the air, and portions of the big rail monsters went heaving skyward down steep embankment, and on both sides of the track rolled car after car, and among them was the baggage. Its five occupants fell with it. When the car became motionless these men found themselves huddled close together, and the big safe towering above them, ready to fall at any moment.

"We better get out of this boys," shouted Levine, the veteran news agent. They agreed with "Joe." Just then the door fell in and through this five men crawled out, one by one, and found themselves in about six feet of mud and surrounded on all sides by the fearful wreck. One of their number, Postal Clerk Hartling, was cut over the eye, but the others miraculously escaped injury.

Down the embankment and across the tracks lay the splintered remains of some 20 freight cars, and the wreck of the two mighty leviathans. Three overturned cars from the express straggled from the track to the pond. There were postal baggage, colonist and second class cars. The vestibule first-class car and sleeper did not lose the rails.

Doctors Hurried to the Scene. Immediately after the accident occurred, a telegram was sent from the scene. When the physicians arrived at Truro, and another to Chief-Dispatcher Halsey, who was in Halifax. The suburban had just left Halifax when Halsey received word of the wreck, and he immediately wired Richmond to hold her there.

Doctors G. M. Campbell, Hockens and Chahoun were secured and left for the scene. When the physicians arrived at their destination they found Doctor Morton, of Bedford, who had gone out on a shunter, there; also Doctors Roach, of Truro, and Hillier, of the V. C. Hospital, of Halifax, both having been passengers on the wrecked express.

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THE GROWING TIME IN THE NORTHWEST VERY APPARENT.

Real Estate Men Having a Harvest in Winnipeg.

No Houses to Be Had, and Every Indication Points to Progress and Prosperity—Difference Between Present and Past Boom.

Winnipeg, April 14.—As the spring advances, things in the west begin to luminate. It is safe to say that nothing like the present conditions in the west has been seen since the time of the late lamented boom. Never has there been so much buoyancy, nor the spirit of the real estate man so effervescent since those never-to-be-forgotten days of now.

There are said to be 300 real estate dealers having offices, besides the cut-throat brokers, who ply their business on main street, in hotel corridors, and in the residential districts. If you look east at a house, or go by a vacant lot with a measured pace, as if you were stepping off, ten to one but an enthusiastic individual will come forward begging along a would-be investor who so-called as you an intruder, and assure you that he is the only man in Winnipeg who has that property to sell, and that he is prepared to let you right in on the basement floor, mentioning a price 25 per cent or more than it could be bought for 12 months ago.

If this house or lot does interest you, you will just wait five minutes, till he sells Mr. Investor here a terrace just around the corner, he will be back, and show you just the thing that you are looking for.

In the handsomely furnished offices of the land companies, in the barren rooms of those who have most recently gone to the business, furnished with a map and two chairs, the same bounding optimism prevails, and the trouble is that it is terribly infectious.

A man comes into Winnipeg to do some temporary professional business, pre-occupied, determined not to own even six feet of Winnipeg mud, and before a week he will have you out for a walk to see some "high, well-tread lot" he has in Fort Rouge, or he will casually remark that he thinks south end and the central property is as high as Antigonish, but is said to have lived in New Glasgow. He is now in the hospital at Halifax. The only other two injured were F. J. Comeau, general freight agent of the D. A. R., who was in the first class car, and Postal Clerk Harding. Both were slightly injured. Baggage-Master Beaswanger, and his assistants escaped without a scratch. About half an hour or more after the collision, a wrecking train, with a steam derrick, etc., arrived from Truro, and this one was closely followed by one from Richmond. The work of clearing the track was then started, under Mechanical Foreman Ross. It was a big undertaking, but the men worked well and faithfully, and tonight the track is practically clear.

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and \$35 per acre, drive a few miles north, where the land is exactly the same, except that it is more lightly taxed, and buy a new farm for \$7 to \$15 per acre. The first is Miss Dolan's having shown how to do the trick, there are many eager to put it into practice. The present movement is essentially a rush for land by farmers who want to earn and win a competence from the sale, not of speculators who want to get rich from its rise in value. There is, of course, an enormous amount of land in the hands of speculators selected with discretion.—Toronto News.

OBITUARY.

F. E. Wilson. Another member of one of the old families of the province passed away at noon Friday in the person of Francis E. Wilson, of Cambridge, Queens county, who died at the residence of his son, Z. O. Wilson, in Cambridge.

Mr. Wilson was of Scotch descent and was a son of Samuel Wilson, whose father was one of the early Scotch settlers in the town of Cambridge, Queens county. Mr. Wilson was born at Cambridge, Queens county, and lived there almost all his life, his parents having gone to that place from St. John before his birth. He was a farmer by occupation but had in his earlier years done considerable building of houses in the late James Bay, Cambridge.

Last fall he moved to Carleton where he had since been living with his son. About five weeks ago Mr. Wilson was taken ill and died at noon yesterday.

He leaves six sons and one daughter. They are Wm. E., Amos A., barrister-at-law, and Z. D., of this city, Albert D., of St. John, Amos P., of Manchester, Thos. White, of the White family of Loyalists. Mr. Wilson was born at Cambridge, Queens county, and lived there almost all his life, his parents having gone to that place from St. John before his birth. He was a farmer by occupation but had in his earlier years done considerable building of houses in the late James Bay, Cambridge.

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TWO SPECIALS: Low Price Bedroom Suits.

We illustrate below two Elm Bedroom Suits which we are selling at very special prices. These suits are grand value, well made in every way, nicely finished, and have perfect mirror plates.



Bedroom Suit, golden finish, mirror 14x24 ins. | Elm Bedroom Suit, golden finish, mirror 14x24 ins. WRITE FOR PHOTOS OF BEDROOM FURNITURE.

Manchester Robertson Allison, Limited.

ST. JOHN, N. B. DOWLING BROTHERS, 95 King Street

English Cambrics and Muslins. Scotch Zephyr and Gingham. Irish Lawns and Dimity. French Organdy and Silk Muslins.

We have just opened a splendid line of these goods in all the latest colorings and patterns for evening wear and summer, 1903. The patterns are the newest and most carefully selected we have ever shown. Now is the time to secure your summer gown before the best lines get broken in coloring and patterns.

Prices rock, 12c, 14c, 15c, 16c, 18c, 20c, 25c, 28c, 30c, 35c, 40c, 45c and 60c yard. (Samples by mail.) When writing for samples mention the make of goods wanted as the ranges are large in each line.

DOWLING BROS., 95 King Street.

Sheriff's Sale.

There will be sold at Public Auction at Chubb's Corner (so called) in the City and County of Saint John at four o'clock on Saturday, the twenty-seventh day of June, next, all and singular, the right, title and interest of the said John McMetre, of, in, to, or out of the lands and premises described as follows: All that certain parcel of land situated in the Parish of Simonds, County of Saint John, and Province of New Brunswick, marked out and described upon a map of said lands belonging to the said Joseph Crook, at the time of his death as lot number one hundred and fifty-five (155) one hundred and fifty-six (156) one hundred and fifty-seven (157) one hundred and fifty-eight (158) and fifty-nine (159) one hundred and sixty (160) one hundred and sixty-one (161) one hundred and sixty-two (162) one hundred and sixty-three (163) one hundred and sixty-four (164) one hundred and sixty-five (165) one hundred and sixty-six (166) one hundred and sixty-seven (167) one hundred and sixty-eight (168) one hundred and sixty-nine (169) one hundred and seventy (170) one hundred and seventy-one (171) one hundred and seventy-two (172) one hundred and seventy-three (173) one hundred and seventy-four (174) one hundred and seventy-five (175) one hundred and seventy-six (176) one hundred and seventy-seven (177) one hundred and seventy-eight (178) one hundred and seventy-nine (179) one hundred and eighty (180) one hundred and eighty-one (181) one hundred and eighty-two (182) one hundred and eighty-three (183) one hundred and eighty-four (184) one hundred and eighty-five (185) one hundred and eighty-six (186) one hundred and eighty-seven (187) one hundred and eighty-eight (188) one hundred and eighty-nine (189) one hundred and ninety (190) one hundred and ninety-one (191) one hundred and ninety-two (192) one hundred and ninety-three (193) one hundred and ninety-four (194) one hundred and ninety-five (195) one hundred and ninety-six (196) one hundred and ninety-seven (197) one hundred and 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