

SCENES AT C. P. R. TRAIN WRECK IN ST. JOHN, THURSDAY LAST

C. P. R. express No. 25, from Halifax, in charge of Conductor John A. Hughes, and with Wm. Stewart at the throttle, was wrecked in St. John, Thursday last, at the junction of the main line and the double tracks in the Island yard, and as a consequence two sailors riding on the blind baggage were rather seriously injured and several others had a narrow escape from injury, if not death. The outgoing suburban express, which was moving slowly along the siding opposite Fernhill at the time, narrowly escaped meeting the derailed train. If this had happened, the loss of life might have been great.

As it was the accident was the worst in many respects which has happened on a railway near this city in years. The locomotive of the express was lying in a heap on the side of the track along with four cars.

There would have undoubtedly been a great loss of life had not the delay in the morning and the train broken clear of each other, taking different sides of the track. Another feature connected with the work is the delay in the suburban scheduled to cross the express in making the end of the siding. If the suburban had been at its customary place the heavy express locomotive as it plunged to the left of the track, would have crashed into the suburban and the result probably would have been a loss of life.

The Pacific express was in charge of Conductor John A. Hughes, a veteran of 25 year experience on the government road. He took charge of the train at Halifax and was delayed for 50 minutes at Prince Junction, where the train awaited passengers and freight from Prince Edward Island. The Canadian express consisted of an engine, postal car, baggage and express car, of the Dominion and Canadian lines, and a Pullman coach, a baggage car which contained packages of mail that had been shipped and shipped from Prince Edward Island, and a Pullman coach, a baggage car and a Pullman making in all a train consisting of an engine and eight cars. Being within ten minutes of the junction, the engineer Stewart put on all speed and the cab pitting life into the furnace was Pleman Colpitta, who, like his engineer, is a resident of Moncton.

At Rothsey the conductor, the express and the engineer received reports that they were to cross the suburban train for the second time on the double track. As a general rule the double track train when awaiting to cross a west-bound train remains as near the east end of the double track as possible. Last evening the conductor of the suburban halted his train along slowly and did not reach the usual place for crossing until the west-bound express had passed. The Pacific big-express engine which was on the side of the tracks, would have undoubtedly ploughed through the passenger coaches of the suburban and the loss of life might have been appalling.

An eye witness to the wreck describes the run off as a frightful spectacle to look at. The big locomotive with the train was tearing along at a fairly rapid rate of speed, when, as the big steel wheels reached the switch leading to the eastern end of the double tracks, there was a crash, the big locomotive left the rails and with a plunge that was terrible to witness plunged into the water. The Pacific engine made a direct course to the side of the track near the Market road, and as she was about to step in her run clear of the rails she toppled over.

So quick was the disaster that Engineer Stewart and Pleman Colpitta had no time to jump clear of their engine, and on her side went the locomotive of the rails.

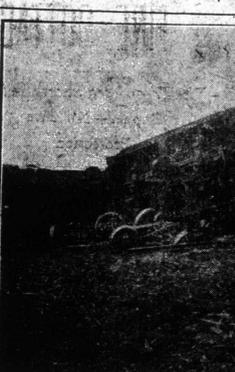
SHUT OFF THE THROTTLE. The engineer had shut off the throttle when he found his charge leave the rails, and in the twinkling of an eye the engine was lying on her side. There was an explosion of steam from the engine as it was developed in steam. When the locomotive left the rails she took almost a direct course at right angles from the tracks. Both engineer and fireman were an instant in picking themselves up from where they were thrown. They found that their only way of escape was to the top of the cab near the rear access door. The engine was blocked by the tender. Through the hole in the roof the cab engineer and fireman escaped practically unharmed and hastened to assist any others who might be in danger.

IT WAS GOD'S MERCY. To use the words of one of the inmates of a city hospital, it was God's mercy that the engine took to one side of the track and the cars to the other, for had the cars been smashed up on the engine, we would have been killed.

toppled over on her side, at the same instant the long postal car with baggage car broke clear and was pushed by the remaining cars to the opposite side of the track, and three of them toppled over, while the rest remained on the road. The first class with diner and Pullman remained on the rails. There was a loud noise of the crash and the roar of escaping steam, but for a few minutes there was no other sound.

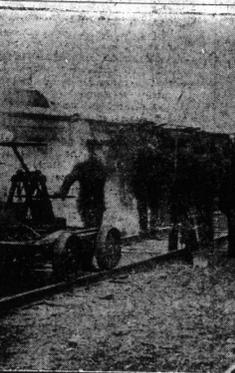
CONDUCTOR'S STORY. Conductor John A. Hughes, who was in charge of the wrecked train, is a resident of Moncton, who is a familiar figure with the travelling public, and when seen by a sign reporter last night he laughed and said that the wreck did not shock to say about the affair and that the track would soon be cleared. From the appearance of his Derby hat, it looked as if it had been through the wreck and while reluctant in giving an interview, the conductor, who has been on the road for thirty odd years, and who has come out of it all unscathed, said that the engine went one way and the cars the other, and that he had crashed through there would have been a loss of life.

LEAPED INTO AIR. As the locomotive broke away and ploughed clear of the train the first wheel of the postal car, which was on the side of the track, leaped into the air for her side as she was shoved along through the road bank by the heavy crush of cars behind her.



The tender of the locomotive was thrown on its side.

After working hard all night and day, the crew managed to clear the tracks of the wrecked Pacific express which left the train Thursday evening, and the first train from the East passed through and arrived in the depot at 8.30 yesterday morning.



Locomotive with one side and cars to the other.

There was a scramble among the victims of the overturned cars to gain their escape and in an instant with the escape of rushing steam and the explosion of gas tanks there was great excitement. There were the maddest shouts of those who were liberated themselves from the wreckage. The two injured tramps who were thrown on the side of the track when the postal car plunged. There were dusty inquiries by Conductor Hughes and others as to the safety of the others in the wreck and when it was found that all except the tramps had escaped, these "unfortunates" fellows were cared for. Word was sent to the city and the ambulance was immediately sent to the scene and the injured persons were brought to the General Public Hospital.

THE DRIVER'S STORY. Wm. Stewart, the engineer of the wrecked train, had a most exciting experience. He says that his train was late and he was going along at a fair rate of speed when suddenly the engine wheels left the rails and in an instant she was on her side and he was thrown across the cab. There was a lot of escaping steam, but being unharmed and finding his fireman, Colpitta, about the same he found the best means of escape was through the air trap on the rear of the cab.

NAMES OF SAILORS. The names of the injured persons are Charles Lawson and John McQuinn. The latter was on the train when the left Moncton and was coming here to depart from the winter port to the old country. It is presumed that his pal was also going along with him.

STARTED TO WALK. Some of the passengers started and

walked into the city and secured rooms at hotels, and after a needed rest will continue on their journey today. Complete railway men state that the probable cause of the wreck was from an open switch, while others say the engine might have jumped the rails when struck the frog at the entrance to the double track. Immediately after the wreck occurred Terminal Agent Ross hastened to the scene and made arrangements for the comfort of the passengers. An auxiliary train was ordered from Moncton and the line will be cleared by this morning.

POSTAL CLERKS' ESCAPE. The two occupants of the mail-car Arthur Mellick, Wm. Humphrey and George E. Nugent, were standing at the back of the car in conversation at the end of the car farthest removed from the engine. But for this they believe that they could not possibly have escaped without injury. "We had everything in ship shape for the arrival here," said Mr. Mellick when seen by The Sun last night, "and were preparing to leave the car at the time of the occurrence. Had we been in the meantime positioned near the back we should not have fared so fortunately. As it was we were all separated, a fair shake being made of the engine, and the engine man, following the baggage car, rolled over, rolling down the embankment. The lights went immediately out and for a time it was difficult to realize just what had happened. Humphrey managed to crawl to a window, which he smashed and emerged unharmed. Nugent and I waited until the door was opened.

No damage resulted to the mails and other things that those bound for the United States will, as a dry light in reaching their destinations, the latter might not have happened. We stayed by the car until the mails were transferred to the special which brought them to the city. One of the lady passengers on the C. P. R. had a very fortunate escape from a serious shock and perhaps serious injury. The lady in question had been forward to the baggage car to see about her dog and had just stepped out of the baggage car when the car was thrown overboard. She was thrown into the air and landed on her feet, but she was not injured.

When you see the news of a good advertisement, you are sure to see it in the paper. The advertiser is sure to see it in the paper. The advertiser is sure to see it in the paper.

STUDENTS CALL MAYOR TRAITOR. Kingston, Dec. 7.—Police Magistrate Farrell levied a fine of \$10 and costs each on five students of Queen's University who were arrested Saturday night for participating in the riot on Princess street, which used up all the eggs in the stores round about. The charges of interfering with the proceedings until the magistrates ordered their removal. Afterwards Mayor Ross was hoisted by a number of students on Market square. His worship is a member of Queen's medical faculty and the students called him a traitor because he did not exert himself to release the students arrested Saturday night.

AUSTRIAN EMPEROR FIGHTS FOR PEACE

Archduke and Aehrenthal are Trying to Provoked War. INTERNAL STRUGGLE Sticks to Monomaniac Statement.

LONDON, Dec. 7.—There is no doubt in the official papers of the Emperor's position in the Balkans. The Emperor has lost all his political influence, and the time being the Government are not disclosed, and it appears to the Emperor's position in the Balkans. Such is the fact from being doing. The Emperor's position in the Balkans is a very delicate one. The Emperor's position in the Balkans is a very delicate one. The Emperor's position in the Balkans is a very delicate one.

There was some argument as to which of the parties was entitled to the custody of the children, but nothing came of it. Witness was briefly cross examined by Teed and stood aside. Dr. Walker was on the stand nearly the whole afternoon, and although he was responsible for a great deal of cross-firing between counsel very little important evidence was extracted from him. Although sharply questioned on the point, he declined to modify his statement that he considered that Mrs. Currey was a monomaniac. Even if the statement in Mrs. Currey's life were true he scarcely thought it would be natural for her to make violent outbreaks against her husband.

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DR. WALKER REFUSES TO MODIFY IT

Regards Her As Being One of the Best Informed Women in Canada. PRAISES MRS. CURREY

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WILL HOLD A FEED AND POULTRY SHOW

Association Reaches Decision at Meeting Last Night. DATE IS FIXED. On account of the storm there was only a fair attendance at the meeting of the New Brunswick Poultry Association held at Berryman's Hall last evening. H. C. Linton, the president, was in the chair.

The meeting decided to hold its poultry show the last week in January. In connection with the show it was also decided to hold a winter feed show for fruit growers. W. C. Archibald of Wolfville, a large fruit grower in Nova Scotia, is at present in the city. This gentleman will act as judge at the show. The exhibit will be restricted to New Brunswick only.

The association are putting much vigor into the work, and intend to make both the poultry show and the feed show a great success. A further meeting of the association will be held on Monday next, December 14.

STINGY WITH CAPITAL COIN. FREDERICTON, N. B., Dec. 7.—The city council's special meeting, this afternoon wrote another chapter in the story of Miss Julia Pugh, stenographer, of the city corporation. After passing the city council's bill of \$45 for services as Miss Pugh's bill of \$45 for services as the Cameron-Winter inquiry, two of the aldermen who voted in the majority requested Mayor Chestnut to hold up payment and his worship consented.

Miss Pugh through her attorneys, Shipp and Hanson, had a writ issued out of the county court to collect the amount, and this afternoon's special meeting was held to deal with the new phase of the question. Full Board Present. The mayor and full board were present, and on a motion to reject payment of the bill the council divided equally, five to five. The mayor voted for rejection, which was carried, his worship explaining that the administration of the council, in the first place had rejected the bill, and in the amount as they considered it excessive. The council also ordered the city clerk to bring a defense for the city in the suit.

SEVERAL CARS ARE DERAILED. The I. C. N. train, No. 10, was derailed near St. John, Thursday night, by a slight wreck which occurred when Gibson's east bound special was being made up at that station. Gibson's east bound special was being made up at that station. Gibson's east bound special was being made up at that station.

FARMER MEETS SUDDEN DEATH. HANTLAND, N. B., Dec. 7.—A shocking sudden death occurred here this afternoon, when David Day, a farmer, living near the village, fell dead as he was handling baled hay at the station. He was carried into Dr. Eastman's office, and a physician summoned, who said death was probably instantaneous and heart disease, from which he had been suffering, was the cause. Mr. Day was well to do and a widower, and his daughter kept house for him. There are three other daughters married, and one son.

BURCHILL BACK BUT KEEPS MUM

CHESTER, Dec. 7.—Mr. Burchill returned today from a trip to New York state greatly benefited in health. He refused to talk politics at this time but intimated he would give out his position in a few days.

FEARED BEING GRABBED. Women's Nervousness from Coffee Drinking. The brain acts through the nerves. When the nerves are irritated by coffee drinking the mind often imagines things which have no real existence—such as approaching danger, unfriendly criticism, etc.

A Mich woman suffered in this way but found how to overcome it. She writes: "For twenty years I drank coffee when tired and nervous. The more coffee I drank the more tired and nervous I became until I broke down entirely. Then I changed my work from sewing to housework. This gave me more exercise and was beneficial, but I kept on drinking coffee until I thought I could not do without it. It was so nervous at times that if left alone I would not go from one room to another for fear someone would grab me, and my two little children had to go around on tiptoes and speak in whispers."

"At first I did not like Postum but I kept on drinking it and I was learning how to make it right according to directions on pkg. I liked it as well as coffee."

"Occasionally I made coffee when we have guests and give it to the children too, but as soon as they taste it they return their cups for Postum. Now I go anywhere in the house day or night and never think of anyone grabbing me and the children can romp as healthy children should—my nerves are all right." There's a Reason! Name given by Postum Co., Battle Creek, Mich. Read "The Road to Well-being," in pkgs.

EVER READ THE ABOVE LETTER? A new one appears from time to time. They are all right, and full of human interest.

WILL COIN GOLD NOW. MONTREAL, Dec. 7.—Lieut. Colonel Rodgers of Ottawa, who was in the city today, made the interesting announcement that the Canadian gold would begin the coming of gold this week. As the Canadian does not ready, the permission of the British government has been secured to the British gold until the end of the year, when the Canadian will be ready.

TREASURE HUNTERS FOILED BY INDIAN

Lone Red Man Thought to Have Got Away With Fortune. PARTY DISAPPOINTED. BOONVILLE, Ind., Dec. 7.—An Indian guide stone, which has been standing in a small ravine near Boonville in this county, has been blown out of its position by a searching party that had for its purpose the hunting of Indian treasures supposed to be located under this stone. No money or valuables were found, but the party believe that the treasures are either near by or have been removed later.

A short time ago an Indian made his appearance in Boonville. At night he would come into the town and sleep and during the day always went in the direction of this stone. The stone, for many generations, has been known as an Indian mark, and was covered with Indian characters. It has always been protected, and, like many other Indian works, was a lasting piece of work. The visiting Indian remained about a week and then disappeared. It was not until after he had gone that the citizens realized what his mission might have been.

This county was once the haunt of Indian tribes. Old Settledown was the chief of the tribes along the Ohio River, and they were the highest type of Red Men in Indiana. Many people in Warrick county have valuable relics which have been secured from cavern mounds and camping grounds of these tribes, and the relics yet contain numerous arrow heads and tomahawks of every description.

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E FIRE ON THE MR. BOSTON

Passengers Were Stricken by Terrible Trip. The Steamer Lady Also Has Narrow Escape.

Mass., Dec. 6.—Two steamers, the Boston and the Lady, were in collision today, bringing up escapes from water.

The Dominion Atlantic line in her hold on her north last Friday, when she was in the vicinity of New York. She had a cargo of oil and the flames only a few minutes before she was abandoned to the sea.

AT LAST! The last word to-day. How'd you manage to save my seat? AIRE'S DEATH FROM TARTARUS.

Dec. 7.—Frau Siegmund, whose property is estimated at \$50,000, died of starvation yesterday, after a long illness. She lived in the poorest quarters of the city and had not eaten anything for several days.

Black Patch. A big black plug. The engine took to one side of the track and the cars to the other, for had the cars been smashed up on the engine, we would have been killed.

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