

# 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 last night at the double track in the Island yard, and as a consequence two passengers were 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 the hill 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 is 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 the delay of the train and the train clear of each other, taking different sides of the rails. Another lucky feature connected with the work is the delay of 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 would have been a loss of life. Escape from death were numerous and those who were in the overturned engine and cars had an experience that they will never forget.

The Pacific express was in charge of Conductor John A. Hughes, a veteran of 25 years service on the government road. He took charge of the train at Prince Edward Island, where the train arrived yesterday morning. The express left the junction it consisted of an engine, baggage car, and express car, and was moving at a speed of 25 miles an hour. The engine was a Pacific model, and the baggage car was loaded with mail and express. The express car was loaded with passengers.

At the junction the engine received reports that they were to cross the suburban train for Hampton on the double track. As a general rule the suburban train when awaiting to cross a west-bound train remains as near the station end of the double track as possible. Last evening the engine of the suburban hauled his train along slowly and did not reach the usual point on the crossing until the suburban engine was within a few feet of the engine of the Pacific. The Pacific engine was then in the act of crossing the suburban engine, and the result was a collision.

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 horse reached the switch leading to the station end of the double track, 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 was then in the act of crossing the suburban engine, and the result was a collision.

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 and the engine of the engine was enveloped in steam. When the locomotive left the rails she took almost a direct course at right angles from the track. The engine and fireman were only an instant in picking themselves up from where they were thrown. They found that their only way of getting out of the cab was through the ventilator at the top of the rear access from the cab, which was blocked by the tender. Through the hole in the roof the cab engineer, fireman and fireman escaped practically unharmed and hastened to assist any others who might be in danger.

Fortunately for the mailing clerks and the baggage master along with the express messengers and the conductor, the locomotive when she left the rails went to the left side of the track, the coupling became detached between the engine and the postal car, and as the engine ploughed along it ran into the postal car and nearly all the mail bags and express packages were scattered all over the track. The engine did not leave the rails on one side, but have remained in the way of her train, the pressure of the heavy rear cars were undoubtedly knocked the head car into splinters on top of the engine, and it would have been certain death for the engineer, his fireman and those in the postal, baggage and express cars.

IT WAS GOD'S MERCY. To use the words of one of the inmates of a city hospital, "it was 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." An eyewitness to the wreck said that the Sun last night that when the big locomotive left the rails she was hauling the train along at a good rate. With a crash she plunged like a wild animal, turned quickly to the left and

topped over on her side, at the same instant the long postal car with a baggage car on top 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 rails. The first class with dinner 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.

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LEAPED INTO AIR. The tender of the locomotive was thrown on its side. The Pacific engine was then in the act of crossing the suburban engine, and the result was a collision.

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

Thursday night and yesterday morning the scene of the wreck was a sight to see. The engine and cars were scattered all over the track. The engine and fireman were only an instant in picking themselves up from where they were thrown. They found that their only way of getting out of the cab was through the ventilator at the top of the rear access from the cab, which was blocked by the tender. Through the hole in the roof the cab engineer, fireman and fireman escaped practically unharmed and hastened to assist any others who might be in danger.

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 from the wreckage. The engine and cars were scattered all over the track. The engine and fireman were only an instant in picking themselves up from where they were thrown. They found that their only way of getting out of the cab was through the ventilator at the top of the rear access from the cab, which was blocked by the tender. Through the hole in the roof the cab engineer, fireman and fireman escaped practically unharmed and hastened to assist any others who might be in danger.

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POSTAL CLERKS ESCAPE. The three 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.

Archduke and Aerialist are Trying to Provoked War. The writer disposes in these dispatches a week ago an announcement which it was sensationally declared would be a more spectacular display than any of the kind ever before made.

INTERNAL STRUGGLE. LONDON, Dec. 7.—There is no attention in the capital importance of the Emperor's coronation. The Emperor has lost all spectacular interest. The time being the coronation is not disclosed and it appears to the outside world as if it is being kept secret.

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STINGY WITH CAPITAL COIN. The mayor and full board were present, and on a motion to reject payment of the bill the council divided evenly, five to five. The mayor voted for rejection, which was carried, his worship explaining that the administration of the city was committed to the council, and this afternoon's special meeting was held to deal with the new phase of the question.

SEVERAL CARS ARE DERAILED. The I. C. R. train from St. John was blocked nearly three hours last night by a slight wreck which occurred near Gibson's east bound special was derailed, causing delay to these trains of two hours. Gibson's special was setting off from St. John and in backing up to couple on to the train again the driver got the wrong signal and smashed into the cars with such force as to derailed five or six, and threw them off the track. Two or three cars were badly broken up, but the road bed was very little damaged. Driver Walsh was in a cab and the train was in charge of Conductor David Gibson. None of the train hands were injured. Auxiliary crew was sent out from Moncton and the line was reported clear at 10 o'clock.

FARMER MEETS SUDDEN DEATH. HARTLAND, 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. Day'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.

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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 Barryman's Hall last evening. H. C. Linson, the president, was in the chair.

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E FIRE ON THE MR. BOSTON. Passengers Were Stricken. TERRIBLE TRIP. The Steamer Lady Also Has Narrow Escape.

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

The Dominion Atlantic fire in her hold on her last night, Friday, when she was in the harbor, was a cargo of oil and the flames only after a battle. The passengers were rescued and the ship was abandoned.

The steamer Lady Sybil was docked with her. The Halifax Friday morning a gale under a heavy downpour. The ice coated the bow and the vessel and the ice threatened to sink her.

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