

RAILWAY HORROR.

Freight Train Breaks Through a Bridge With Big Loss of Life.

Passenger Train Passed But a Few Minutes Before—Cars Fell Over Fifty Feet Into Midst of Construction Crew.

CLEVELAND, O., July 11.—Just after ten o'clock today three cars of the east and local freight went through the Nickel Plate bridge at Springfield, Pa. The train left Conant only a few minutes before the accident in charge of Engineer Wm. Griffith of Buffalo and Conductor Phil M. Moore of Buffalo. The latter was killed outright. The bridge gang was at work on the bridge and the men injured are mostly workmen. A fall was made at the bridge and about 50 workmen were killed. The structure was a horrible affair occurred just after passenger train No. 3 had pulled through. The local, after the passenger had passed, pushed three cars heavily laden, out onto the structure to unload stone for the masons working beneath on the large stone foundations. The work of unloading had nearly begun when without any warning the whole structure, bearing the three laden cars filled with laborers, fell into the valley. So sudden was the affair that only one man, a mason named George Smith, had a chance to leap in time to save himself from injury.

The dead: Phil A. Moore, conductor, Conant, O.; George Swartz, laborer, North Springfield, Pa.; John C. Epos, laborer, Cleveland; Frank Krusz, laborer, Buffalo; five Italian laborers, names unknown. The injured: J. J. McDermott, a brakeman, Ashabon, Pa., broken, badly bruised; Carl Randall, laborer, West Springfield, Pa., arm broken; J. H. Beckwith, gang boss, Buffalo, hip smashed, injured internally; five Italian laborers, names unknown, badly hurt.

The place where the horror occurred was at Crooked Creek, directly north of East Springfield, Pa. For many years the creek has been spanned by a heavy structural steel bridge. On May 1st the work of filling up the valley was commenced. Down in the ravine, 85 feet below, masons were at work building a large stone abutment. The scene presented a horrible appearance. The steel was wrenched and distorted into one huge mass. The three cars containing stone were broken in bits and the railway track obliterated in the pile.

The cause of the wreck can be laid only to accident. For a long time all trains have been required to reduce their speed to four miles an hour in passing over the bridge. The railroad men regard it as a little less than miraculous that the heavy laden passenger train No. 3 while moving slowly over it, and five minutes later fell with only the weight of three uncoupled cars standing upon it.

NATIONAL DIVISION S. O. T.

CHARLOTTETOWN, July 11.—The National Division, S. O. T., closed its 57th annual session today. The committee on ceremonies and regalia reported having considered the memorial regarding the restoration of the ritual, 1872-1885, and an optional public installation ceremony, recommending no change in the ritual this session; but in view of the dissatisfaction, a committee should be appointed to revise the ritual, restoring such parts as may be in the interest of the order, and report at the next annual session. This afternoon, readings from the Good Templars and the W. C. T. U. were received from Mrs. Rutherford, president, in an eloquent address. A resolution was passed expressing gratitude to King Edward for referring to the temperance interest in his great empire in his first speech from the throne.

Tonight there was a luncheon in the hall given by the Provincial Grand Division.

GOOD ADVICE.

LONDON, July 11.—Charles E. Yerkes, president of the Metropolitan Railway Co., has given the following advice to the members of the Metropolitan Railway Co., Algonquin.

Central has lost a fine line to be hoped that it will stay and will turn

COCKTAIL.

Mr. McDonald, a seaman, was found, becoming unruly, in a cell. Last night the man and his cell-mate were found dead. An examination of the bodies showed that they had died of a case of cholera.

Mr. McDonald, a seaman, was found, becoming unruly, in a cell. Last night the man and his cell-mate were found dead. An examination of the bodies showed that they had died of a case of cholera.

Mr. McDonald, a seaman, was found, becoming unruly, in a cell. Last night the man and his cell-mate were found dead. An examination of the bodies showed that they had died of a case of cholera.

Mr. McDonald, a seaman, was found, becoming unruly, in a cell. Last night the man and his cell-mate were found dead. An examination of the bodies showed that they had died of a case of cholera.

Mr. McDonald, a seaman, was found, becoming unruly, in a cell. Last night the man and his cell-mate were found dead. An examination of the bodies showed that they had died of a case of cholera.

Mr. McDonald, a seaman, was found, becoming unruly, in a cell. Last night the man and his cell-mate were found dead. An examination of the bodies showed that they had died of a case of cholera.

TO BUFFALO.

And Also to Niagara Falls at Cheap Rate.

Personally Conducted Tours by the C. P. R.—The Experience of a Sun Man Who Took in the Entire Fair.

FRASER RIVER STRIKE.

VANCOUVER, B. C., July 11.—The developments in the Fraser River strike situation during the past twenty-four hours have been startling. The union fishermen now have the upper hand, having accomplished a coup d'etat which is without a parallel in the history of the many labor disturbances in British Columbia. As a result of a battle of small boats on the river, a battle in which many shots were exchanged, but in which no combatants were killed, 16 Japanese were taken prisoners by the strikers. The Japanese boats were overturned, their fishes and fishing gear thrown into the water, and the Japanese themselves were taken to one of the small islands away out in the gulf. Exactly where this island is located is a secret of the white fishermen. They say they will continue to maroon non-union Japanese there for the remainder of the season, or until the place is discovered by the authorities.

The Japanese held a big meeting at Stevenson, raised by voluntary subscription \$4,000 for a Japanese hospital, which they think may be needed, and then discussed the salmon catching situation. Some are in favor of joining the union men in the strike. The meeting broke up without definite action.

CENTRAL RAILWAY ACCIDENT.

MONCTON, July 10.—The enquiry into the death of Wm. Dowell, killed at Wason Brook on the Central railway, was begun at Cumberland Bay yesterday before Dr. Earle, coroner. Dr. Fred King, son of Senator G. G. King of Chipman, was chosen foreman of the jury. The following witnesses were examined: Robert Reid, foreman of Young's Cove siding; James Hughes, section man; Ernest Mercer, brakeman; Conductor Skillen; and S. F. Brand, fireman. The evidence of some of the witnesses went to show that if the bushes had been cleared the regulation width from the track the bridge could have been seen in time to stop the train. Other witnesses differed from this. The inquest was adjourned for a week.

TROUBLE IN COREA.

BERLIN, July 11.—The Cologne Gazette publishes a despatch from Seoul, Corea, dated July 6, saying that bloody conflicts have occurred on the island of Gyeongsang, and that the Catholic missionaries and their pupils and the populace of the island. Fifteen of the natives and about 300 of the mission pupils are reported killed. The governor of Gyeongsang, according to the despatch, says the trouble was the fault of the pupils, and arose from their support of the tax collector in levying illegal taxes upon the natives.

SMALLPOX SCARE.

MONTREAL, July 11.—The provincial board of health reports the smallpox situation in the province greatly improved. There are only five cases now at La Prairie, and the probabilities are that by Saturday there will be only one patient in quarantine. One new case, developed at Fabien, Rimouski Co., today.

CHURNS.

The Leader Churn still retains its popularity. Style D as shown has wood frame and crank handle.

Style A steel frame and lever handle.

We strongly recommend style D.

Send for circulars and prices.

W. H. THORNE & CO. LTD., ST. JOHN, N. B.

AWFUL WRECK.

Collision Causes More Than a Source of Deaths—Passenger Train and Fast Stocker Crash Into Each Other.

KANSAS CITY, July 11.—The death list resulting from the Chicago and Alton collision between a passenger and a fast live stock train, near Norton, Mo., grows with each hour. At this time seventeen persons have died, three are dying, and others who inhabit the wrecked locomotive may not live.

George S. Bosworth, of San Francisco, who was conducting a party of five Epworth leaguers to San Francisco, says: "The train was making a fine sprint, and everybody was feeling happy and contented when all of a sudden the train struck the live stock train. Instantly the air was filled with splinters and screams, cars were smashed into a mass of debris, with human beings crawling screaming or lying in mangled heaps on the ground. We immediately added it to our horror to the scene, and above all the terrible clamor of our train were heard the cries of the human beings who were killed or injured. The freight train, the Chicago and Alton, was on its way to San Francisco, comprising 17 people, lost every bit of its scenery and baggage. Most of the passengers escaped with more than baggage and were lucky to get away with that much."

FALSE ISSUES.

TORONTO, July 9.—In the opening of the Ontario branch of the Dominion Alliance today President McKay of Woodstock said: "We were sorely disappointed in the result of the election. The majority would have been large but for the unscrupulous tactics of some members of the dominion government, who went through the province of Quebec raising false issues and stigmatizing prohibition as a Protestant measure, telling the people that mass could not be observed if the law were passed. It is unworthy of members of the dominion government to go round deceiving the people."

TWELVE THOUSAND HARVESTERS.

TORONTO, July 11.—The Manitoba government office here announced that this season will need twelve thousand men from the outside to gather in the bountiful harvest. The largest number ever required before was ten thousand in 1899, when an exceptionally fine crop was harvested. A larger crop this year requires the additional help. The movement to the west will begin about the first of August.

SUPREME LODGE K. O. P.

CHICAGO, July 11.—The Supreme Lodge, Knights of Pythias, today decided that the most expeditious way of meeting the deficiency of \$500,000 in the treasury of the endowment fund is to raise the insurance rate to the maximum prescribed by the National Fraternal Congress. If in this way money shall not be forthcoming, it is likely a special assessment of fifty cents will be put on every member of the order for the benefit of the endowment fund. This will speedily raise \$250,000.

WILL NOT COME EAST.

CHIPPYON, Mass., July 11.—Mrs. Wm. J. Bryan said her three children are the guests of Mr. and Mrs. James Cushman at one of the Crownshield cottages at Chilton. It was stated that Mrs. Bryan was a guest at the cottage, but this was incorrect. Col. Bryan is lecturing in the south, and Mrs. Bryan says she does not expect her husband to come east at all.

ON TO THE NORTH.

Steamer Erik Rapidly Fitting Out for Her Long Voyage.

Taking Supplies for One Year—Herbert L. Bridgeman Will be in Command—A Splendid Vessel.

SYDNEY, July 11.—The steamer Erik is rapidly getting things in shape for her northern voyage. Capt. Blakely was busily taking in stores when her correspondent went on board this afternoon. The Erik takes coal and supplies for one year to guard against any possible detention. Among the supplies taken on board and forwarded from New York are smoked meat, condensed fruit, cheese, salt, pork, flour, molasses, preserves, potatoes, barley, potatoes, crackers (500 lbs.), oatmeal, vegetables, etc.

TORONTO.

Canadians Making a Splendid Showing at the Bisley Meet.

Sussex Man's Highly Creditable Score—Disastrous Fire—Crown Attorney in Trouble.

TORONTO, July 10.—The Telegram's special cable from Bisley camp says: In the Golden Penny match, Private Spencer, 4th Highlanders, Toronto, scored 35, and Lieut. Davison, Queen's Own Rifles, 34. The highest possible is 35.

WEDDED AT WOLVILL.

WOLVILL, July 10.—A pretty wedding took place today at the residence of the bride's father, S. F. Benjamin, when his second daughter, May B. Benjamin, was united in marriage to J. Edgar Smallman, formerly of P. B. H. now of Dorchester, Mass. The bride, who was groomed in a cadet blue Parisian travelling suit, with black chiffon picture hat, with pink roses, was given away by her father, and stood under a large white canopy, which reached almost to the lofty ceiling. The ceremony was performed by the Rev. W. M. Smallman, brother of the groom, and officiated by the Rev. E. R. Hatch, pastor of the Wolville Baptist church. On account of the delicate health of Mrs. Benjamin, there were no guests except the immediate relatives and friends. The presents were valuable and numerous and attended to the extent in which the bride is held. After a dainty luncheon, Mr. and Mrs. Smallman left for the Western Counties, after which they will reside at Dorchester, Mass., where the groom has a large circle of friends.

PROMISING CHINAMEN.

SHANGHAI, July 11.—The Dowager Empress of China has decreed that the Chinese ministers now abroad report to her the names of young Chinamen in foreign countries who have shown special abilities in the various professions, with a view of bringing them back to China at government expense, where they will be eligible for office.

STEAMBOAT RACE.

KINNO, Me., July 10.—The steambot race, the biggest feature of the 10th of Maine Sportsmen's Association to this place, this afternoon, between the Rebecca and the Pacific, was won by the former in 23 seconds. The contest was a hot one, and many wagers had been made on the outcome.

COL OTTER BANQUETED.

The Attacks on His Conduct in South Africa (Toronto Globe). BROCKVILLE, July 8.—Col. Otter inspected the 4th Regiment here on Saturday, and was banqueted in the evening. Speaking to his troops, Col. Otter, referring to the attacks that had been made on him in reference to his conduct in South Africa, he said: "It was placed in a peculiar position as a result of the British army and beside trained officers, with men comparatively green as to their duty

PERSONALITY CONDUCTED TOURS BY THE C. P. R.

The Experience of a Sun Man Who Took in the Entire Fair.

Buffalo, New York, is not very far from St. John as the C. P. R. runs. A member of the Sun staff, who returned Thursday from the Pan-American exposition, only left this city last Thursday evening, having done the Pan-American exposition and taken in the route of the fair of Montreal, Toronto, and Ottawa, and having spent twelve hours at Niagara Falls inspecting this world wonder from every angle. The Sun man who kept the note on the C. P. R.'s new schedule from item guarantees that the entire journey, covering eight days, can be done with an expenditure from \$60 to \$85. This is not an imaginary estimate, but is a matter of fact book record.

Personally conducted railway tours are a new thing in St. John, and C. P. R. deserves unlimited credit for having inaugurated this idea in connection with the Pan-American exposition. Just how such a tour is conducted can best be told by the record of the trip to the exposition and the Falls of Niagara.

Leaving St. John at 5 p. m. the run to Montreal was made on schedule time, including a stop at Fairbank for coffee and light lunch. At 8:15 a. m. the train crossed the St. Lawrence bridge at the head of Lac Beauport, and 20 minutes later rolled into the Windsor street depot. Ten minutes before the party were housed in the Hotel Victoria, where they had a tip-top breakfast. Then night-seeing began. Several churches were taken in, including the cathedrals, the result of a thrilling experience of the trip to the mountain on the rolling railway. Luncheon at the Place Victor and the balance of the afternoon was filled in by doing the Lachine Rapids and the thrilling experience of this trip. At 7 p. m. the party left for Buffalo, an all night ride.

Toronto was passed at 7:15. Hamilton an hour later, and at 10:10 a. m. the Niagara river crossing was made. It was 10:31 a. m. when Buffalo was reached, at Exchange street station, and a few minutes later the C. P. R. was given a lot of houses and they selected one on Delaware avenue, where comfortable lodgings were promptly secured. This house, it may be said, was the result of the party's choice of the exposition, and after lunch the party took the electric to the grounds. The day was a hot one, and the weather was cool and great electric fans, coupled by the party did a lot of good. The party entered by the West Amherst gate and took in the general features in the regular order.

There are forty buildings in a horse-shoe formation which any visitor can take in on the general admission fee of 20 cents, including the great electric fan, coupled by the party did a lot of good. The party entered by the West Amherst gate and took in the general features in the regular order.

PERSONALITY CONDUCTED TOURS BY THE C. P. R.

The Experience of a Sun Man Who Took in the Entire Fair.

Buffalo, New York, is not very far from St. John as the C. P. R. runs. A member of the Sun staff, who returned Thursday from the Pan-American exposition, only left this city last Thursday evening, having done the Pan-American exposition and taken in the route of the fair of Montreal, Toronto, and Ottawa, and having spent twelve hours at Niagara Falls inspecting this world wonder from every angle. The Sun man who kept the note on the C. P. R.'s new schedule from item guarantees that the entire journey, covering eight days, can be done with an expenditure from \$60 to \$85. This is not an imaginary estimate, but is a matter of fact book record.

Personally conducted railway tours are a new thing in St. John, and C. P. R. deserves unlimited credit for having inaugurated this idea in connection with the Pan-American exposition. Just how such a tour is conducted can best be told by the record of the trip to the exposition and the Falls of Niagara.

Leaving St. John at 5 p. m. the run to Montreal was made on schedule time, including a stop at Fairbank for coffee and light lunch. At 8:15 a. m. the train crossed the St. Lawrence bridge at the head of Lac Beauport, and 20 minutes later rolled into the Windsor street depot. Ten minutes before the party were housed in the Hotel Victoria, where they had a tip-top breakfast. Then night-seeing began. Several churches were taken in, including the cathedrals, the result of a thrilling experience of the trip to the mountain on the rolling railway. Luncheon at the Place Victor and the balance of the afternoon was filled in by doing the Lachine Rapids and the thrilling experience of this trip. At 7 p. m. the party left for Buffalo, an all night ride.

Toronto was passed at 7:15. Hamilton an hour later, and at 10:10 a. m. the Niagara river crossing was made. It was 10:31 a. m. when Buffalo was reached, at Exchange street station, and a few minutes later the C. P. R. was given a lot of houses and they selected one on Delaware avenue, where comfortable lodgings were promptly secured. This house, it may be said, was the result of the party's choice of the exposition, and after lunch the party took the electric to the grounds. The day was a hot one, and the weather was cool and great electric fans, coupled by the party did a lot of good. The party entered by the West Amherst gate and took in the general features in the regular order.

There are forty buildings in a horse-shoe formation which any visitor can take in on the general admission fee of 20 cents, including the great electric fan, coupled by the party did a lot of good. The party entered by the West Amherst gate and took in the general features in the regular order.