

THE DEADLY TRESTLE.

Frightful Accident on the Central Railway Near Belleisle Station.

Engineer Duncan Killed—Eight Others More or Less Injured—One Fatally.

An Entire Train Dropped Seventy Feet Onto the Rocks Below—A Miracle that Any One Escaped Alive—The Story as Related by Survivors.

(Staff Correspondence of the Sun.) NORTON, N. B., Aug. 10.—One of the most serious railway accidents that has occurred in the province since the Palmer Ford accident, some few years ago, happened on the Central railway this morning at a point about ten miles from here, and but a short distance from Belleisle station.

As a result one man is dead, another has but a short time to live, while a third is in a very precarious condition. THE KILLED AND INJURED. John Duncan, engineer—Dead. William Bernard, second hand—Right side badly smashed; cannot live. Frank Campbell, brakeman—Badly injured about the head; recovery doubtful. William A. Morrison, fireman—Hip bone broken, considerably bruised and shoulder scalded.

THE ABOVE LIST includes everybody who was on the train, and how anybody escaped instant death is a miracle. The train to which the accident occurred, left Chipman this morning for Norton at the usual time. Near Belleisle is a trestle fully seventy feet high and 300 feet long, which bridges a rocky gully, through which flows a small stream. The train consisted of an engine, tender, box car, open car and passenger car, a car of lumber was pushed ahead and when the latter was but a few feet from the end of the trestle, fully 150 feet of the structure crashed down.

WILL NEVER BE KNOWN. A crew of men were at work making some repairs on the trestle and were but a few feet away when the accident happened. They cannot tell anything of the accident beyond the fact that without a second's warning the whole thing crashed down. When the flying timber had found a secure resting place the men rushed to the scene and began the work of rescuing those imprisoned in the badly battered cars.

HELD TIGHTLY IN HER ARMS. Her infant daughter. Near her was Caldwell, with his son by his side. The little chap's face was bleeding and he was crying for his cap, which he lost in the fall. The man who had the "most peculiar experience of all" was Campbell. He was on the lumber car when the accident happened, and he felt the trestle give way. He dove headlong from the car over seventy feet, lighting head first in some bushes. These greatly broke the force of his fall. As it is his injuries are very serious.

MR. BARKER'S STORY. Four correspondents had a short talk with R. V. Barker, traveller for T. B. Barker & Sons, St. John, who had boarded the train at Cody's. He was sitting in the baggage car with Bernard. Conductor Ryan was bracking the car, the train crew being one man short. A sudden jolt threw

Barker from his chair. He instantly caught hold of something and hung to it tightly until the crash came. He knew instantly when the first jolt came what had happened, and knowing the situation. When the car struck the road, realized the awfulness of the situation. When the car struck the road, realized the awfulness of the situation. When the car struck the road, realized the awfulness of the situation.

AT BELLEISLE STATION. The Sun reporter found a number of men seated by a mattress on the floor, upon which Bernard was lying. Withering hands had done all they could for the poor fellow and many of the sad faces were tear-stained. The doctor said just given his verdict that the end was near. A mile or so farther along the road, and nearer the scene of the wreck, made as comfortable a position as possible. F. Hetherington's residence was John Caldwell, school teacher at Wheaton settlement, who had been visiting friends at Cumberland Bay.

OUT OF THE WINDOW. and was afraid that the car had hung up part way. He was much relieved in a few moments when a head was poked through the window and he was told he would be taken out in a few minutes. Mrs. Hetherington and her head down, feet up, with her child in her arms.

AND TWO CHILDREN. He was forty-eight years of age and formerly lived at North River, Westmorland Co. Bernard is also a married man and has five children. The accident will tie the road up for some considerable time. The express engine is at Chipman in the repair shop.

MR. EVANS, manager of the road, went immediately to the scene of the wreck and did all he could to assist the sufferers. He had returned to Hampton before the Sun correspondents arrived, but has given out no statement regarding the accident. This is the first accident of any account that has occurred on the road.

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removed certain braces which acted as bonds to hold the upright timbers in place, and had failed to provide a substitute. Mr. Evans believed that the man who had charge of the repair work was not on the ground that morning, but it is not known where he had himself prepared plans for these renewals. The manager says that the expenditure for repairs on the railway under his charge had been very considerable for a branch road of the kind, leaving the impression that it was not a high class road at the beginning.

HE says the height of the trestle is not seventy feet, but fifty-five feet at the highest point. Mr. Evans will go to Philadelphia this week to consult with the president of the company as to future action. Meanwhile the company is carrying on litigation between Norton and Chipman on trolleys, making the forty-five miles in about five hours.

FAMOUS FENIAN'S TALE. Slayer of Thomas Talbot Tells the Whole Story.

NEW YORK, Aug. 6.—Belleuve hospital's patient, "Michael Dunn," who has been identified as Robert Kelly, the Fenian who dropped mysteriously from sight in 1880 when he was planning for an attack on the city of London, is reported to have been in the city of London, is reported to have been in the city of London, is reported to have been in the city of London, is reported to have been in the city of London.

WE DREW LOTS. I saw a mark under my name. I knew what it meant. The next day I watched at the government building near Hardwick street, Talbot came by the door in Temple street, fired and ran. Talbot dropped. His companions chased me. I shot one, Wm. Sherwood, but they caught me.

WEDDING AT DORCHESTER. DORCHESTER, N. B., Aug. 8.—Trinity church was the scene of an interesting event this morning, the occasion being the marriage of Miss Florence Claudine, eldest daughter of A. B. Palmer, to Prof. A. W. Tait, one of the fallen ones, but whose present home is at Horton, N. S.

HE was freed from the charge of murder, because Wm. H. O'Leary, a medical expert, proved to the jury that my bullet had not caused death, but that the surgeon in Hardwick hospital, in probing for the bullet, had severed an artery and thus killing him. The St. John Board of Trade proposed inspection. It would not be a great burden on the inspection, which would not cost more than \$10 and possibly only \$5.

A MYSTERY EXPLAINED. The Bank of New Brunswick has ascertained from the American Bank Note Co. Boston, that the note which happened to be afloat. It appears that when the bank had their last issue printed in 1895—bills that have not yet been given to the public—one of the notes was missing. This sheet contained three five dollar notes and one ten dollar note. It could never be ascertained how the notes disappeared, but since they were put afloat in Nova Scotia it has been discovered that a trusted employe was the person who took them. The queer thing about the transaction is that the man carried these bills for five years without using them. Apparently only one sheet, containing the four bills mentioned, was taken. The company will, no doubt, deal with the employe.—Globe.

DO NOT UNDERSTAND BOXERS. The danger of undervaluing the enemy has been so frequently and painfully impressed upon us during the South African campaign, that we are not disposed to estimate the Boxers too low. Their fanatic belief in their own invulnerability is a force to be reckoned with. It is to be hoped that the powers are not about to undertake the overthrow of the central government of China, and the substitution of a new machinery of administration without taking ample precautions to support and maintain the fresh dispensation.—Hong Kong Weekly Press.

JOHN T. McCutcheon, in a letter to the New York Herald from Manila, says a "line of terrific slaughter" has begun in the Philippines. Murder of large numbers has been attended by the death of hundreds of Filipinos and devastation of villages near the scene of the atrocities.

ABOUT DECKLOADS. Hon. R. B. Dobell Addresses the St. John Board of Trade.

Remarks by Local Shipping and Insurance Men—No Action Taken.

A special meeting of the Board of Trade was held Friday morning to confer with Hon. R. B. Dobell respecting deckload and marine insurance. There were present: D. McLaughlin, president; D. H. Hall, G. Wetmore Merritt, W. E. Vroom, W. Malcolm Mackay, John Sealy, S. Schofield, John H. Thomson, Alfred Porter, S. H. Hall, W. M. Jarvis, E. Irving, A. W. Mearse, D. J. Purdy, M. P. P. W. S. Fisher, J. A. Lively, J. V. Ellis, M. P. A. Markham, S. D. Scott and Henry Stewart of New York, a member of the Average Adjusters' Association, being introduced by the president. Hon. R. B. Dobell said that Lloyds and the London Board of Trade urged an inspection of deckloads. They complained of irritating losses from deckloads. He had seen several of these and had advised Sir L. H. Davies to alter the summer deckload term from October 1 to October 12, and it had been promised to introduce a bill into the English parliament, providing for a deckload of six inches of three feet on condition of a summer inspection. He promised the English government that the bill would be carried in Canada, but while he got a catalogue of vessels, he was so busy with the opposition from St. John that he could not get it to pass the bill. As he was going to England again in a couple of weeks, he thought it well to come to St. John and see if it would be possible to reach an understanding, but if St. John still opposed the arrangement the government would not pass it. Lloyds had said if there was an inspection of deckloads they would gradually withdraw the discrimination which is now one per cent. to the first of September and three per cent. after that date. This was a very heavy tax and is a reflection on every port in the dominion, and he would have it reduced. Messrs. Thomson were fortunate to have steamers that had not suffered losses, but that should stimulate them to help others not so fortunately situated. The St. John Board of Trade was the only one that opposed the proposed inspection. It would not be a great burden on the inspection, which would not cost more than \$10 and possibly only \$5.

THE VAMPIRE. (From a woman's point of view, with apologies to Rudyard Kipling.) A woman there was who heard a prayer. (Even as you and I) From a woman's point of view, with apologies to Rudyard Kipling.) A woman there was who heard a prayer. (Even as you and I) From a woman's point of view, with apologies to Rudyard Kipling.)

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OF LORD ROBERTS OF LODRON. Unostentatious Tended. When With Him. Rodé Into.

Songs of Praise.

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SUDDEN DEATH. OF the Lord Chief Justice of England. Baron Russell of Kellowan was Well Known in St. John—Death Followed a Surgical Operation.

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Wm. Johnston of Ballykilbeg Will at Once Return to Ireland. TORONTO, Aug. 10.—A communication has been received by County Secretary Lee, from Wm. Johnston of Ballykilbeg, Ireland, that Mrs. Johnston, wife of the distinguished Orangeman, had died suddenly and that he is compelled to cancel all his engagements. A great Orange reception had been arranged for the 17th inst. at the Pavilion in this city.

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LORD CHIEF JUSTICE RUSSELL.

The war office telegraphed the news of the chief justice's death to his youngest son, Hon. Bertrand Joseph, who is a lieutenant of the Royal Artillery in South Africa. Hon. Charles Russell, another son of the deceased, is now in Canada. The courts generally suspended business today and the judges and other distinguished lawyers eulogized the deceased chief justice. The funeral of Lord Russell will take place at Epsom on Tuesday next.

Charles Russell, P. C., G. C. M. G., Q. C., LL. D., Lord Chief Justice of England since 1894, and first Baron of Kellowan, the son of Arthur Russell of county Down, Ireland, was born at Newry in 1833 and was educated at Trinity College, Dublin. He began his professional career by practicing as a solicitor in Belfast; but, coming to England, he was called to the bar in Lincoln's Inn in 1859. He entered parliament in the liberal interest as member for Dundalk, which he represented from 1880 till 1885, and South Hackney in 1885-86, when he became attorney general in the Gladstone administration and was knighted. His powerful and eloquent speech before the Parnell commission was one of the most masterly orations of modern times. Baron Russell was counsel for the British claims during the Behring Sea claims in 1893; Lord of Appeal in Ordinary in 1894, in which latter year he was made a life peer.

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