

TRAM FATAL COLLISION

led in Smash-up at Farmer City, Ill.

Orders the Cause—Engineers Impeded in Time to Escape

Farmer City, Ill., Oct. 6.—A collision just before midnight on a Sunday school special...

Farmer City, Oct. 6.—The excursion consisted of ten cars and a train which left Farmer City at 11 o'clock...

The cause of the wreck. The of both trains jumped before occurred and escaped both suffered broken legs...

ED THE ELECTION

tion Against Prowse

Was a Clean One.

Health Resolution Referred to Committee—Wm. McLellan

Alms House Keeper.

TON PLANT FOR FREDERICTON

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THREE INSTANTLY KILLED, HALF A DOZEN INJURED, SOME SERIOUSLY, IN DISASTROUS WRECK AS NASH'S SIDING

Maritime Express, Running at High Speed, an Hour Late, Crashed Into a Special Freight From Campbellton to Moncton.

William Morrison, of Rockland Road, St. John, Express Messenger, Driver Robert Whelan, of Moncton, and Driver Morton, of Campbellton, are Dead.

Misunderstanding of Orders Evidently the Cause, But as Both Engineers are Dead a Full Explanation Will Never be Given—16 Cars Completely Wrecked.

MONCTON, N. B., Oct. 6.—With a terrific impact that demolished both locomotives and reduced a dozen cars to splinters, the north-bound C. P. Maritime Express at a quarter of three this morning ran into an east-bound freight train which was making for the siding.

The list of dead: Robert Whelan, high street, Moncton, engineer on the east bound freight, instantly killed.

John Morton, engineer on the Maritime Express, instantly killed.

William Morrison, St. John, express messenger for the Canadian Express Co. on the Maritime Express, instantly killed.

The injured are: William T. Cook, Campbellton, fireman on the Maritime Express, pinned beneath wreckage of locomotive, crushing one foot and other injured, May recover.

Albert J. Jesulait, Moncton, brakeman on the Maritime Express, pinned beneath wreckage of locomotive, crushing one foot and other injured, May recover.

John A. Murray, Moncton, brakeman on the Maritime Express, pinned beneath wreckage of locomotive, crushing one foot and other injured, May recover.

Mail Clerk D. L. Sullivan, Thomas Keith, W. P. Sterritt on the Maritime Express were all more or less injured, but not seriously.

All three of the men who met death in the wreck are married and leave families.

ON A SHARP CURVE. The wreck took place on a sharp curve with a high board fence along the inside, so that it would be impossible for the crews of the two approaching locomotives to see the other until they were almost upon each other.

Evidently the only one who saw the impending crash was fireman Hiram Smith, who was riding on the other train, and saved his life.

Whether the engineers on the ill-fated trains saw when it was too late, the matter is still under investigation.

When the Maritime passed Jacques River at 2:40 o'clock it was, or was thought to be, on the siding.

Freight disregarded orders. The special train, holding the same orders as the Maritime, should have been in the siding at Nash's Creek at 2:30 o'clock, or allowing the five minutes running time, at 2:35.

Instead of this the freight special at 2:45 o'clock was found on the main line and with a terrific crash the express and freight collided head on, meeting at the west approach of Nash's Creek.

A TERRIBLE SCENE. In the dim light of the early morning a terrible scene presented itself to the rescuers. The two locomotives, heavily battered, lay on the torn tracks, the force of the collision being so great that the freight special engine had been turned completely around and lay facing north.

The whole scene was enveloped in clouds of steam which escaped from the locomotives, while several of the freight cars were badly smashed to pieces.

Whelan, of Moncton, of the freight special, Express Messenger Morrison, of St. John.

The injured: Fireman William Cook, of Campbellton, on No. 23. Lost one leg, the other badly crushed, badly broken up. May recover.

A. J. Jesulait, forward brakeman of the special, badly injured.

Conductor Thompson, of Moncton, the special, slightly injured.

John Murray, of Moncton, brakeman on No. 23, slightly hurt.

Fireman Hiram Smith, of Moncton, on the freight special, was crushed in his car. The principal portion of the contents in the express car were boxes of fish and it is believed that Messenger Morrison was crushed beneath a box when the collision occurred.

MONTGOMERY'S CLOSE CALL. Baggage master John Montgomery of this city, formerly of St. John had a close call from meeting death.

The express was forty minutes late, and occurred he had gone back to the station to get the baggage car.

When the trains sighted each other the crews stuck to their posts, and both drivers were killed instantly, while the passengers were scattered.

Passengers not disturbed. The emergency brakes on the express and freight were set, but the train came to a stop with not sufficient force to arouse the sleepers in the rear.

The three-minute class had five starters, and it took five heats to determine the winner. Each heat was hotly contested and most of the battles with the leaders were finished up in the last heat.

Amherst, N. S., Oct. 1.—Not since the Sackby gate have there been as high as they are today and thousands of acres of marsh are simply covered with water.

Relief train sent out. A large crew of men with a relief train was despatched from here at an early hour this morning.

William S. Morrison. The sad news of the death of William S. Morrison, who was killed in the wreck near Campbellton, was received in the city at an early hour.

Mr. Morrison was about thirty years of age and has been employed with the Canadian Express Company as messenger for many years.

Campbellton's Story. Campbellton, N. B., Oct. 6.—One of the worst accidents in the history of the C. P. R. took place this morning one mile west of Nash's Creek, about thirty miles from Campbellton, when the Maritime Express No. 33, going west, ran into J. H. Thompson's freight special going east.

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FREDERICTON, N. B., Oct. 6.—The Board of Works Department through Hon. Chief Commissioner Morrissey, have awarded the following bridge contracts.

Hatfield bridge, Padiash of Simonds, Carleton County, to W. R. Fawcett of Temperance Vale, York County, price \$1,500.

Elles bridge and Mangene bridge, Brighton, Carleton County, to the same tenderer at \$1,500 and \$1,800 respectively.

Disney bridge, in the parish of St. John, in the same county, to Aaron Shaw, of Padiash, price \$400.

Conductor A. McLellan in charge of No. 23, was not injured.

THIRTY-FIVE MINUTES AN HOUR. The passengers' mails and baggage have arrived here. Your correspondent interviewed a number of passengers who were able to give a graphic story of the wreck.

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WANTS \$150,000 FOR 'PSYCHIC'S' LOVE

Woman Tells of Shadowing Heiress

DOESN'T ASK DIVORCE

Declares Alleged Rival Boasted She Would Get Man's Love

NEW YORK, Oct. 5.—Mrs. Marshall Clark, who is suing Antoinette Elizabeth Gazzam, of Cornwall-on-Hudson, daughter of Joseph M. Gazzam, a Baptist clergyman of Los Angeles, Cal., where the Clarks were living up to June 1 of this year.

This was designed to offset statements made by Clark to Chicago reporters that he and his wife had been on bad terms for nearly five years, and that their marriage was a sham.

TELLS ABOUT MISS GAZZAM. With occasional promptness and assistance from Mr. Comerford, Mrs. Clark today gave her version of the affair between her husband and Antoinette Gazzam.

According to her story, Dorsey had left Chicago, and service in the divorce case was held by publication. She got a decree, signed by Judge Tooley, she said, Dorsey has since remarried, it is said.

Chicago, not long after her divorce, Mrs. Clark met Clark. They became great friends, and on March 24, 1903, they were married in the city by the Rev. Mr. Anderson, a Methodist Episcopal clergyman.

She told Mrs. Clark that she had a large fortune, and that she was a widow. She said she had a large fortune, and that she was a widow.

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Children Cry FOR FLETCHER'S CASTORIA