

ST. JOHN STAR, MONDAY, OCTOBER 29, 1906.

SEVEN

75 PEOPLE HURLED TO DEATH IN TRAIN WRECK AT ATLANTIC CITY

VICTORY SURE FOR FIELDING

Dr. Weldon's Charge That Minister Was
"Arch Corruptor" Broke Up
Meeting

LIVERPOOL, N. S., Oct. 28.—The campaign in this county enters upon its final stage tomorrow. Everywhere there are indications of a great victory for Mr. Fielding. The Liberal meetings throughout the riding are being well attended. At Caledonia Saturday night one of the largest and best attended meetings of the campaign was held. The hall was packed and many were unable to gain admission.

Profiting by his experience at former meetings, Dr. Weldon did not refer to the identity question. Every assertion made by Dr. Weldon was met by A. K. McLean, M. P., and Alex. Johnson, M. P., who had the meeting with them, from the start.

Dr. Weldon in his closing speech, mentioned having received letters from epileptics expressing pleasure that he was opposing Mr. Fielding and adding that the latter was "the arch corruptor of Canada." This statement brought the meeting to a sudden termination. The whole audience hissed the speaker, refused to hear him further and walked out of the hall. After the meeting strong Conservatives expressed disapproval of Dr. Weldon's conduct.

A. C. Bell, ex-M. P., and H. A. Powell, ex-M. P., of New Brunswick, addressed a meeting at Shelburne in the interest of Mr. Weldon. Mr. Bell's speech was tame, and Mr. Powell's entertaining. He dealt with various ballot box episodes and assured the audience that from time he had received he could with a silk hat for a ballot box cause the result of a vote to come out in any way desired. He accused Mr. Fielding of having in the House of Commons voted to suppress an inquiry into alleged election irregularities. With regard to the spending of money at elections, Mr. Powell said that he would not press too strongly on the point, as he admitted that he had done that thing himself. He was thankful, however, that he had always spent his own money.

He said: "If we spend our own money, that is our own business, even if it perhaps does lower the moral tone of the country." He held various signs upon the danger to pure elections from "riding with ballot boxes."

LOAD OF RIFLES FOR BUCKINGHAM STRIKERS

The Day of the Riot a Wagon Full of
Weapons Was Driven Into the
Village

BUCKINGHAM, Que., Oct. 28.—Direct evidence leading up to and bearing on the movements of a vehicle from which the strikers are alleged to have received weapons on the day of the riot was one of the features of the testimony at Saturday's sitting of the inquest on the bodies of Belanger and Therault.

One witness agreed that in Masson, three miles from Buckingham, at 10 o'clock Monday morning, he saw a rifle and another man sitting in a vehicle which contained some eight or ten rifles. About thirty-five minutes previous to this he had seen the same men driving from Buckingham in the direction of Masson. A second witness testified to seeing the strikers call the morning of the riot and to hearing talk among the members about arms with them. Later he saw some firearms being placed in a vehicle in a yard directly behind the hall. A third witness said that after the party between the strikers and the police he saw two or three men come out of the ranks of the strikers, take rifles from the vehicle and distribute them among those in the rear of the crowd.

ACTION AGAINST FARMERS' BANK WAS DISMISSED

TORONTO, Oct. 28.—Yesterday at Osgoode Hall, Judge Anglin granted an order dismissing the action brought by several shareholders of the Farmers' Bank against the president and provisional directors on the grounds that nine out of the eleven plaintiffs had assigned all their stock to W. J. Lindsay, one of the provincial directors, and the fact that two of the plaintiffs made that assignment after they had given no instructions that an action would be taken. G. H. Watson, K. C., acting for the defendants, moved for the dismissal of the action. The affidavit of General Manager Travers to the effect that the whole proceeding was a sham, was not admitted. The action was dismissed with costs. The plaintiff's attorney, Mr. Watson, said that he was not appointed solicitor of the bank. Mr. Lindsay comes back with a statement that questionable means were employed in getting subscriptions and he only acted in defense of his clients and succeeded in getting their money back. He denied that he ever applied for the solicitorship of the bank.

DEATH OF CASHIER OF ST. STEPHENS BANK

John F. Grant, Aged and Prominent
Citizen of Border Town Passed
Away Saturday Night

ST. STEPHEN, N. B., Oct. 28.—In the death of John F. Grant, which occurred at his residence on Marks street on Saturday evening, the town has lost one of its oldest and most respected citizens.

Mr. Grant was born here in 1820 and excepting for a few years, spent in one of the largest and best attended meetings of the campaign was held. The hall was packed and many were unable to gain admission.

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TWO LIVES LOST IN SHIPWRECK

Life Saving Crew Refused to Turn Out
on Account of Measly Salary
They Receive.

VICTORIA, B. C., Oct. 27.—The Barkentine Skagit, of Port Townsend, from San Francisco to Port Gamble, went ashore at Cloose on the west coast of the island yesterday. Captain Reaserbon and the cook are reported drowned, but the balance of the crew reached shore in safety.

The point where she struck is near Cloose, a few miles northwest of Carmanah point, and about seven miles southeast of Pachesa point. The ill-fated Yalenda struck and went to her doom last spring, and where the Dominion Government steamer Quaker is now employed in landing supplies to erect a lighthouse promised by the Dominion Government. Immediately after the Yalenda's horror, but work on which has only just begun.

As soon as the news of this latest wreck was received at the Department of Marine and Fisheries, the fixed signal was given to call the life-saving crew together. Four bells at certain intervals were rung on the fire alarm. There was no response, the hardy mariners doing little better than an innuit the three dollars per month offered by the authorities. Captain Voas, the recently resigned coxswain, however, volunteered.

MILMORE-WOODSTOCK CASE MAY END TODAY

WOODSTOCK, N. B., Oct. 28.—Milmore v. the Town of Woodstock was before the court all day Saturday. For San Francisco to Port Gamble, went ashore at Cloose on the west coast of the island yesterday. Captain Reaserbon and the cook are reported drowned, but the balance of the crew reached shore in safety.

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Crowded Electric Train, at High Speed, Leap- ed from High Trestle Into Deep Water

Passengers Caught and Drowned Like Rats in a Trap — In Two Cars All Were Lost — Bravery and Coolness of One Man Saved Score in Rear Car—Twisted Rail Caused Disaster—Only Witness Went Insane.

ATLANTIC CITY, Oct. 28.—By the wreckage of a three-coach electric train on the West Jersey and Seashore railroad, this afternoon, at least fifty passengers perished and the list may reach a total of 75.

While crossing a draw bridge spanning the waterway known as "the thoroughfare," which separates Atlantic City from the mainland, the train left the track and plunged into the water.

The passengers in the first two coaches, with one or two exceptions, were drowned. Up to midnight 23 bodies had been recovered, and it is believed, at least 25, and possibly 30 more bodies, are still in the submerged coaches.

The cause of the wreck has not been established. It is probably due either to defective rails, or the breaking of some part of the superstructure of the first coach. It has already been suggested that the drawbridge, which had just been closed after a passage of a yacht, may have been properly locked the rails. All the stories tonight, however, are purely speculative.

ATLANTIC CITY, N. J., Oct. 28.—A railroad accident that was even worse than the one which occurred on July 30, 1895, sent about eighty people to a sudden death this afternoon, catching them like rats in a trap.

The cars of the 130 electric train of the West Jersey and Seashore railroad lines, due here at 2:30, jumped the track on the trestle bridge over the "thoroughfare." The trestle is about 15 feet above the water. The entire car was thrown into a state of excitement as the news reached town about the half-past two o'clock, a few minutes after the tragedy occurred.

A number of men and a few women leaped out of windows and the rear door either into the water and were rescued. It was stated that from 80 to 100 passengers were killed.

When the rear car of the train caught on the abutment of the bridge, where it hung poised for a minute, there was a frantic rush of the passengers for the door. One or two of the men were killed as they fell into the water. The moment's delay, however, gave several passengers the opportunity to leap into the water before the car finally was submerged.

Motorman Scott stuck to his post and went down with his train. Conductor Curtis also perished. The third trainman, Brakeman Wood, proved himself a hero. When the train left the rails and was bumping over the ties, Wood ran to the rear door of the car, threw it wide open and held it for the passengers to escape. He held the door open until the car slid off the bridge and he went down into the water with it. He then swam to the shore. His action in holding wide the door probably saved many lives.

When the third car dropped into the water Henry Roemer was in the act of crawling from a window. Finding himself with an effort and being a strong swimmer, Roemer set out to help others. He kicked out the glass in the windows and thus gave several passengers an opportunity to get out.

As soon as the first coach was precipitated into the water there were hideous screams of men, women and children. Caught in the closed cars with little chance of escape, they were thrown in heaps, and what little hope of escape they had was quickly in twenty feet of water, and the late tonight were completely hidden from view.

It is doubtful if more than half a dozen persons succeeded in getting out of these two coaches.

Perhaps one of the men of the last car the rescuers found Conductor Curtis, almost crazed with terror and fright. He was bleeding from several cuts on the head and was otherwise injured. When asked how the accident happened, he said: "I don't know. God, what is it?" When finally induced to talk he could give no clear story of what occurred. What he did say was that the number of passengers he replied that he had counted 110, then he said 130, and finally that he had not exactly

armor and went down. But even they were unable to do anything against the fate that awaited around the sunken coaches.

Boats soon swarmed about the spot where the cars went down, their location being marked by the tops of their trolley poles. Although the cars got power from a third rail, they also carry trolley poles to take power from above if necessary.

As quickly as a body was brought up or floated to the surface, it was removed to the city morgue.

Although the work of rescue was begun immediately after the catastrophe, the recovery of the dead was retarded by lack of facilities and the quick approach of darkness. Not until daylight tomorrow morning will it be known how many of the victims were recovered.

A wrecking crew and several divers are at work tonight endeavoring to lift the submerged cars, but results are not known until tomorrow.

In the meantime the city authorities are doing their utmost to reassure the people. The city is crowded with friends who are pouring into Atlantic City searching for missing ones.

ONLY WITNESS DRIVEN INSANE

Details as to just how the terrible accident occurred are vague. A complete circumstantial story cannot be obtained from any one of the passengers as yet. Two causes have been assigned for the derangement of the train. One is that the rails spread and the other that the rails were not properly locked when the drawbridge was closed.

It is believed that the rails were not properly locked when the drawbridge was closed. The train, which was headed by Daniel B. Stewart, the bridge tender, whose work it is to look after the drawbridge, Stewart, however, is in no condition to talk tonight. The horror of the accident has so upset him that he is temporarily bereft of his reason.

Stewart is sixty-five years old. He was the only person who witnessed the plunge of the train with its human cargo from a close point of vantage. The scenes which followed caused him to lose his mind.

From the offices of the railroad company only a meagre and disconnected story of the occurrence can be had. It was said that the train was headed by Daniel B. Stewart, the bridge tender, whose work it is to look after the drawbridge, Stewart, however, is in no condition to talk tonight. The horror of the accident has so upset him that he is temporarily bereft of his reason.

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known how many. Eighty-eight full-fare tickets were found, however, and from this fact it is taken that the total number of passengers corresponded with the number of tickets.

A WOMAN'S HEROISM

Stories of terrible experiences are told by those who escaped death in the submerged coaches. A Mrs. McDonald of Philadelphia, who was in the third car, had the following to say of her experience:

"When the cars went overboard I was looking out of the window. It was terrible. I saw that we were all doomed and my first thought was of my husband. The cars plunged over and the water gushed into the windows and doorways. Fortunately, I am a good swimmer. The Lord only knows how I broke my way through a window, but I did it. As I rose to the surface I thought of my husband and dove down with a faint hope that I could reach him. I went down and down and finally grabbed hold of a body. I came up with it, but discovered some other and he got safely ashore."

I dove twice more and each time I brought up a strange man. The fourth time I went down I reached my husband and succeeded in landing him safely ashore."

Mrs. McDonald is now at the home of Mr. and Mrs. T. T. Townsend, of Pennsylvania avenue, in this city, and her husband is with her. Both are bruised and suffering from shock.

A TERRIBLE SCENE

J. S. Deford, a trainman, who was on the Meadows about fifty yards from the bridge when the accident happened, said:

"I was looking out of my bunk window and noticed the electric express as it entered on the bridge. As I looked I saw it give a twist and the next instant I saw the whole train go down into the water. At this time the tide had just started to run in. I hurried over to do what I could and caught two young ladies and saved one man. As we were all working hard the tide began to rise and the cars, which had first shown their roofs, gradually rose and became visible. As each appeared, I can well imagine the horrible state of affairs that existed within. I saw a woman, a man, a child sticking out through the ventilator in the roof of the first car, and the sight almost caused me to faint. There were hats, coats, umbrellas and every sort of wearing apparel floating around on the surface."

H. B. Joseph of Camden, N. J., who is in the city hospital suffering from internal injuries, said tonight that all four coaches of the train were crowded with lives to the brim.

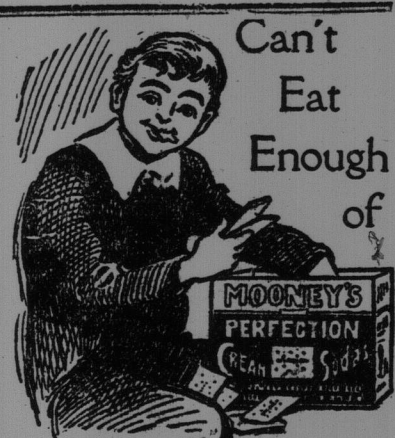
"Just as the third car was about to sink," said Mr. Joseph, "the brakeman, who was standing directly inside the rear door, had the presence of mind to operate the appliance which opens the doors. They flew open and half of the fortunate of the people who are now alive to tell the story made their escape through this door."

57 DEAD SAY OFFICIALS

PHILADELPHIA, Oct. 28.—At 10:30 o'clock tonight, Pennsylvania railroad officials made the statement showing that according to information received here not more than 57 of the 80 persons on the train lost their lives in the Atlantic City accident.

STR. NORDKAP IN TROUBLE

HALIFAX, N. S., Oct. 28.—The Norwegian steamer Nordkap, Capt. Larsen, bound for Havre and Newport, put in here today with her cargo shifted. The steamer ran into bad weather the second day out, during which the steel bolts of which she has 1,000 tons on board for Newport, shifted, giving her a dangerous list. The captain decided to bear up for Halifax to have the cargo restored.



Can't Eat Enough of
MOONEY'S
PERFECTION
CREAM SODAS

Appetite comes with eating and each square of crisp deliciousness seems but to make room for more.

Mooney's Perfection Cream Sodas are different from any other cracker. Nothing heavy or doughy about them but so light and crisp that they are transparent. Mooney's biscuits will be a regular dish on your table if you will try them.

Say "Mooney's" to your grocer.

SUDDEN DEATH OF JOHN F. DOCKRILL

Sad Event Will be Shock to Citizens—
Had Been Manager of Opera House
Since Its Erection

News of the death of John Fletcher Dockrill, manager of the Opera House, which occurred very suddenly about ten o'clock last evening, will come as a shock to the citizens of St. John, to all of whom he was known either personally or by reputation.

Mr. Dockrill was taken ill on Wednesday last, but was feeling somewhat improved yesterday. He informed Morton Harrison, who called on him during the afternoon, that he expected to be able to get out for a short walk on Monday. Mr. Harrison again called on Mr. Dockrill last evening after supper. He grew seriously ill towards nine o'clock and died at ten. About a year ago Mr. Dockrill was seriously ill from an attack of kidney trouble, and he never quite recovered.

The late Mr. Dockrill was born near Fredericton about sixty-two years ago, living the greater part of his lifetime in this city. He entered the dry goods business many years ago with John Armstrong, after which he formed a partnership with Mr. Taylor, the late partner being Taylor & Dockrill. They established a large grocery and cigar business. When the Opera House was built, Mr. Dockrill was made its manager, and held that position until the time of his death. At one time Mr. Dockrill was a member of the militia, holding a Lieutenant's commission.

Mr. Dockrill was unmarried. He was the son of Rev. Mr. Dockrill, a Methodist minister, and is survived by two brothers and one sister. The brothers are Rev. Chas. Dockrill of Nashua, N. H., and Richard Dockrill of Chicago. Miss Dockrill of Fredericton, who is his sister, will arrive today to take charge of the funeral arrangements.

A. O. Skinner, president of the Opera House Co., in speaking of the late Mr. Dockrill last night, said that he was a most conscientious and upright man, and though he never took any active part in civic affairs, was a most esteemed citizen. For the past ten years Mr. Dockrill had led a retired life, identifying himself entirely with the management of the Opera House. He was possessed of a very amiable disposition, and a very person who had any business relations with him was afterwards a friend. In politics Mr. Dockrill was a strong Liberal, but took no active part in the campaigns.

His death will be keenly regretted by all who knew him.

MINISTER INQUIRES ABOUT CITY DREDGE

Would Give it the Sand Point Work—
C. P. R. Commence Repairing
Union Street

Mayor Sears has received a telegram from the Minister of Railways asking whether the city has a dredge available for Long Wharf. As the city has not purchased a dredge, it probably means that the contract for this work will go to Mr. Mayes, to which end negotiations have already been on.

The telegrams are as follows:
"OTTAWA, Oct. 27, 1906.
"Edward Sears, Mayor:
"Have you succeeded in securing that dredge, and can we get the use of it for a couple of weeks to dredge out the east side of Intervale pier?"
"H. R. EMMERSON."
"ST. JOHN, N. B., Oct. 28, 1906.
"Hon. H. R. Emerson, M. P.,
Minister of Railways and Canals,
Ottawa, Ont.:
"Inspector Wright, Public Works Department, Ottawa, reports that a Boston dredge, having no assurance of government Long Wharf contract possibly influenced Council to withhold purchasing. Price with duty would be about one hundred and fifty thousand dollars (\$150,000). Will write you tonight."
"MAYOR SEARS."

WIFE MURDERED IN MONTREAL

Tragedy on Esplanade in
Broad Daylight

George Lecoteur Shot Wife on Public
Street Yesterday—Drunk Was
the Cause

MONTREAL, Oct. 28.—Sending a revolver bullet tearing through her head, George Lecoteur, aged 38 years, killed his wife on the Esplanade this morning about ten o'clock. The murder was committed directly opposite the Garrison Club. The victim was sitting on a bench directly opposite St. Louis gate. Death was almost instantaneous and she never spoke after the fatal shot was fired.

Looking coolly for a moment on the prostrate form of his wife, before the eyes of his daughter, who was a witness of the murder, Lecoteur said, in answer to people who had hurried to the scene on hearing the report of the revolver shot:

"Yes, I shot her and do not deny it; she played with me long enough; it was not sorry. I am prepared to surrender."

Turning he walked leisurely down the street and into the St. Louis Hotel, where he secured a drink. He was arrested on Garden street shortly after leaving the hotel.

Husband and wife had not been getting along well for some time owing to the drinking habit of Lecoteur. Friday morning he struck his wife while she was preparing breakfast, knocking her to the floor. Since then Lecoteur slept at the home of her married daughter, Lecoteur, who had been drinking heavily, returned during the night and destroyed most of his wife's belongings. This morning he apparently started in search of her with the intention of killing her.

ALEX. N. BURCHILL OF FREDERICTON DEAD

FREDERICTON, Oct. 28.—The death occurred at five-thirty this evening, at his residence on Queen street, after an illness extending over some time, of Alex. N. Burchill, one of Fredericton's most highly esteemed and respected citizens. Death was not unexpected, as Mr. Burchill had been gradually sinking for a number of days past. The cause of death was not ascertained. He was born in Cork, Ireland, from which country he emigrated when thirteen years of age to St. John. There he worked at the masonry business and afterwards removed to Fredericton, where he followed that trade for some years, the late Alex. N. Block. He afterwards moved to Woodstock, where he formed a co-partnership in mercantile business with Edward Williams. A year or two later he again moved to this city, where he was engaged in a mercantile business up to the year 1875. 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