## POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY

## TWENTY CARS WRECKED AT ROTHESAY SUNDAY AND 50 CATTLE WERE KILLED

Whole Carload Saved Unhurt.

One car, with the sheathing torn from

and cut out the end of the car pointing

by butchers from the city, knocked on the head and their throats slashed with a

from the cold northeast wind that was

There were suggestions that the 150 head

of cattle be driven into the city, but Mr.

Storm would not listen to any such suggestion. Some of the cattle walking about

could be seen to be lame, and to land then

at West St. John stock yards they should be reshipped at Rothesay and given a ride to the yards, where they will be again fed and watered, placed on board the Donald-

son liner and sent to Glasgow, to be

events amounts to the vicinity of \$3,500. The loss to the railroad companies will

be considerable, as the cars are a total loss. Among those destroyed are seven Streets Western stable cars, one Maine

Central, three C. P. R., five Canada Cattle Car Company, and four I. C. R. cars.

The sugar, coal, rolls of tarred paper

bed, and the owners of cameras, a numbe

of whom were on the scene, had no trouble

The paper, oil, steel and a fair portion of the coal will be saved, but the sugar

When the wrecking crew left St. John

L. R. Ress, the local agent, and D. A.

Sinclair, the mechanical superintendent of this division, accompanied the men. From

Moncton came the auxiliary crew, with

one of the very powerful steam cranes, and a large crew of men. On this wreck-ing train were J. E. Price, general super-intendent; Owen Cameron, freight claims

agent; George Seaman, track master, and

The large gang of men worked hard, and

tion by section. The trucks, roofs, ends

the huge crane and deposited on the side of the road bed, clear of the track.

Some of the immigrants, who had no urnished themselves with plenty of food on leaving Halifax, managed to get son

Many persons drove to the scene of the

morning. He said the total loss was be-tween \$12,060 and \$15,600. The cattle were insured. The rolling stock, being

government property, was uninsured The injured cattle, by order of

Dr. Simon, veterinary, were de stroyed. In the opinion of Mi

accident yesterday to view the wreck.

Loss Placed at \$12,000 to \$15,000. L. R. Ross, terminal superintendent, returned to the city about 12.30 o'clock this

is a total loss.

Wrecking Crew's Good Work,

blowing.

Estimated Loss of \$12,000 \$15,000 in I. C. R. Disaster; No One Was Hurt.

Immigrant Train Following Flagged Promptly, and Passengers Aid in Clearing Wreck--- Underworks of Car Dropped and Cattle and Freight Cars Piled Alongside the Track--Many Head of Stock Killed Outright; Injured Shot or Knocked on Head to End Their Misery.

The village of Rotnesay was given a feet of dead bullocks sticking up through shock Sunday morning at 9.45 o'clock broken timbers. when a freight and stock train was wrecked there. Twenty cars left the rails and hed to pieces, fifty head of valued at about \$3,500, out ead were killed and about \$12,000 to \$15,000 damage done in all. It was one of the worst accidents that has ever oc arred on this section of the road. The

An immigrant special was following the freight train and as it was promptly flagged a more terrible wreck was prevented. It was delayed for nearly eight hours while the auxiliary crews were getting the line laid so that trains could notes.

wreck by shortly after 6 o'clock last even-ing so that the immigrant special was en-abled to pass en route west. The unin-

The thirty cars were made up of twelve cars of cattle, two of sugar, one of steel billets, six of coal, one of paper. The conductor's van, a passenger car with a dozen cattlemen, and six other cars containing miscellaneous freight. ductor's van, a passenger car with a dozen herded along the side of the railway fencing. There was hay on the train and the animals were given their feed, while they miscellaneous freight.

The train left Moncton at 5.30 o'clock

Sunday morning. Conductor Wilbur had a clear line to St. John, and was being followed, about twenty minutes later by a train of a dozen cars containing im-migrants, who disembarked at Halifax, from the Allan liner Bavarian.

At 9.45 o'clock Sunday morning, Conductor Wilbur's special passed Rothesay station. He was scated in the cupola of his van when the train passed the sta-

Suddenly, about 500 yards west of the platform Conductor Wilbur saw his train go to pieces. There was not very much of a shock. The engine and a box car attached kept the rails, then nineteen cars began to dance. They plunged and reared like frightened steers; two of the first calls to leave the rails plunged over on ow side, to the right of the roadbed and clear of the track. Then came ten more carloads of cattle. The first of this ten left the rails and at right angles shot to the side of the roadbed and through the wire fencing. The nine others with cattle followed suite. All left at right angles and lined up side by side like horses in a stable.

son liner and sent to Glasgow, to be slaughtered for the Scotch market.

Mr. Sterm was anxious to have cars brought from the city, the cattle loaded into them and taken on their journey, but the F. C. R. officials wanted to get the immigrant special through, and when this was done the chance of reloading the stock would be good. The cattle were being fed by the men who accompanied them.

According to actual count there were fifty head of cattle destroyed. These are estimated to be worth from \$60 to \$70 per head, so that the cattle loss at all events amounts to the vicinity of \$3,500.

Next to a dozen cars of live stock were cars of miscellaneous freight. First came box cars laden with coal, then a car of rolled tar paper and casks of oil, then two cars of sugar and one car of of steel billets. These heavily laden cars crushed the frail cattle cars together and all were jammed into a mass of broken wood. Only one car, that loaded with coal, telescoped to any extent, and it was high in the air, piked on top of another broken car of coal. In the rear of the derailed and demolished cars were six freights, a van and a ished cars were six freights, a van and passenger car containing the dozen cating getting a complete picture of the wreck, tlemen, who were looking after the stock.

These cars were not damaged and held to cars.

The wreck is the worst seen in years in this province and it all happened within a few moments. For those few who saw the accident the scene was awful. As the cars crashed upon each other, the sounds of breaking of wood, and overturning freight, were belittled by the death cries of cattle, the bellowing of injured bullocks, and the frightened cries of the stock. It made a horrible medley and the scene was one of wild disorder. To the right of the track, about twenty-five yards right of the track, about twenty-five yar away, two bullocks, which escaped in some miraculous manner, were bellowing in their fright. How they got clear of the wreckage and gained such a safe place within a couple of minutes, is a

ed man at his work, hastened first to the Rothesay station and telegraphed to St. John and Moncton about the wreck.

Immigrants Help the Cattlemen. The cattlemen on the train hastened to The cattlemen on the train hastened to work in saving as many of the 200 head of cattle as they could. The danger signal was put out by Conductor Wilbur for the special train load of immigrants that was only 20 minutes following. This train was brought to safe standstill at the Rothesay station and, hearing of the wreck, only a few yards ahead, the sturdy Britishers hastened from their cars and Britishers hastened from their cars and greatly aided the cattlemen in getting the uninjured stock from the overturned and

crushed cars.
The cries of the suffering and injured bullocks were wild, while the bellowing of the other cattle was in seeming sympathy with their more unfortunate brothers. The sights that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed into almost a head of cattle were crushed into almost a pulp. In another an animal could be seen half cut in two by a truck and its head torn off, while others with carcass cut in two. The car timbers were spattered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood, while in the centre of the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood in the stock was loaded in box fered with blood with the stock was loaded in box fered with blood with the stock was loaded in box fered with blood with the stock was loaded in box fered with blood with the stock was loaded in box fered with the sto

Saving the Freight.

Auxiliary erews will start this morning to clear the main line, put the track in to clear the main line, put the track in repair and save what freight is worth bringing to the city. The dead cattle will be brought to the city and the hides will be disposed of, and the carcasses sent to the Chemical Fertilizer Company.

Daniel Munro, owner of the stock, will arrive in the city today, Mr. Storm having telegraphed for him.

While the immigrants were stalled at Rothesay the residents supplied them with tea, coffee and other provisions.

### THE NEW CHANCELLOR

Major Howell's Successor in Salvation Army Post Here Was Formerly a Printer in St. John-His Successful Work.

Major Phillips, who has been appointed o succeed Major Howell as chancellor of the Salvation Army's operations in the maritime provinces, under Lieut. Colonel Sharp, will arrive today. He is a Salvationist of long standing. He joined the the upper side, was thrown from the track, almost on its top. In it were eighteen head of cattle. When the res-cuers arrived they set to work with axes army more than twenty years ago in the old country, and became an officer there. Training Homes, Clapton (Eng.), but after several appointments in the old land piled on the top of each other in a heap and it is remarkable that when there was a chance made for them to leave the car,

a chance made for them to leave the car, they romped out and only a couple showed anything like injury. Of the 200 head of stock in the train it wonderful that 150 were saved. There were only about six or eight head of cattle which got clear of the wreck injured so badly that it was necessary to kill them. The other forty-odd were killed outright in the crushed To improve his health he came to Canada, and located in Halifax. He after-wards came to St. John and worked for graph job printing staffs. Some twelve years ago he was re-appointed as an office to take charge of the army's printing de-partment, which position he held for five years. He was then appointed in Toronto,

chancellor to the Pacific province, with headquarters at Spokane (Wash.) After two years in the extreme wes of cleaning the road was a construction of cleaning the road was considered and their throats slashed with a knife to put them out of misery.

John Storm, who has charge of shipping the cattle from Sand Point, drove to the the big freight engine.

The thirty cars were made up of twelve cars of cattle, two of sugar, one of steel billets aix of coal, one of paper. The continuous control of the wreck slive, and found he had 150 backets.

By outcles by outcles came to so, ame to so. Same to so, same same to same to so, same to so, same to same t

dmonton, also through the state of North as well as an army stand aritime prov

The Major and wi



### STEAMER KILKEEL

Will Give a Fine Service to Head of the Bay.

Last fall certain enterprising citizens of Parrsboro purchased and imported the steamer Kilkeel. She was at that time a straunch, strong, speedy, litle boat, fitted entirely for the carrying of freight, but with no passengesr accommodations. During the last month she has been laid up and has been altered to give excellent accommodations for about fifteen passe

ers, without impairing in the least her apacity for carrying cargo.

The afterhouse has been fitted up as a peat little cabin to have eight berths and eitting and dining accommodations. The captain's cabin has been enlarged, so that he has a delightful light, airy room, which he will use also as an office. Engineers quarters have been provided off the engine room, and a most excellent galley has been constructed in the fore part of the

This boat is now one of the fastest, trimmest and most comfortable little steamers that plies in the bay. Her owners have about completed arrangements for her summer's running. We are informed she is to make a weekly round trip between St. John, Parrsboro, Windsor and return touching at necessary intermediate ports. At Windsor she will connect with the trains of the Midland railway, and at Parreboro with trains on our own road as nearly as the tides will allow. During the remaining part of the week she will run from St. John to Amherst and return calling at intermediate ports.-Parrsbor

he demolished cars were taken away secyesterday in connection with the steam-ship service that he proposes to run be-tween Amherst and St. John.—Amherst

> THE OUTLOOK A BRIGHT ONE Manager Cowans, of Springhill Mines, Looks

for Busy Summer in Coal Shipments.

ingly bright and he is looking forward to very busy summer.

## SAW ST. JOHN SHIP A TOSSING DERELICT

New Brunswick's Agent General Writes of the Loss of

PASSED CLOSE TO WRECK

On Voyage from Jamaica to England, Mr. Duff-Miller Sighted the Abandoned Vessel--Steamed Near to Offer Aid, But No One Was There

foremast with the yardarm hanging to it. All the bulwarks were gone, but a tattered flag, which had been rigged up on a jurymast as a signal of distress, attached to the corner of the cabin, was still in-

with rather sad hearts, not knowing wha had been the fate of the crew.

"I made inquiries at Lloyds immediately on my arrival here and was rejoiced to find that her people were taken off by the steamer Cairnisia and landed at St Michael, Azores, on the 14th inst. It was at 8 a. m. on the 8th inst. that we passed

or two to learn particulars as to the fate of the crew and whether they were all

& Son, and her wreck was reported some

Sunday, the feetival of Easter, the greatest event in the Christian year, was well observed in St. John. All the churches were well attended, and in all seasonable music and beautiful flowers ere very much in evidence.

Outdoors the air was raw enough to demand that all the winter's clothing should be retained, and with the exception of a adies, there was little to remind one that he time of the awakening of nature was at

show that no matter what any one may say to the contrary the people of St. John are an essentially religious people.

auch colder, and those who were coming the streets to their warm homes. And so another Easter passed burdened with the

News of the River. Reports from up river show that the ice is still solid, and the outlook is that a fortnight or three weeks will pass before there commences any decided breaking

stream can be crossed with safety, but from here to Purdy's Point the river is

will receive a plating and ne will be added. The saloon

The exterior of the M painted but work still TO CURE A CO D IN ONE DAY.

hill mines, is in the city. Mr. Cowans told the Herald yesterday that they had not been able to ship a pound of coal from February, owing to ice. However, they are beginning to ship now, and, their steamer the Hilda, which has been lying at Roche's wharf for some weeks is now on her way around to Parrsoboro to load. Speaking of the present outlook for th oal trade, Mr. Cowans said it is exceed

stroyed. In the opinion of Mr. Ross, the accident was caused by part of the under mechanism of a cattle car dropping and catching on the roadbed. The wrecking trains from St. John and Moncton had cleared the track by 6.30 signor.

the Mary A. Troop.

C. A. Duff Miller, agent general for New Brunswick in England, sends the fol-lowing interesting item regarding the

Mary A. Troop:—
"It will perhaps interest your readers to hear that on my way back from Jamaica on board the Elder-Demoster liner Port Royal, I passed in mid-Atlantic a St. John ship lying water-logged and abandoned by her crew.
"She was a complete wreek, only the

the wreck. You may imagine my surprise when we got up to the derelict to find that she was a vessel hailing from New Brunswick, namely the Mary Ann Troop, 1,118 tons. Your nautical friends may be interested to know that when seen by us

she was in latitude 34.07 N., longitude 58.87 W., which placed her 333 miles from Bermuda, northeast of that island.

"I find on inquiry that she had left Pensacola with timber for Rio Janeiro on

The Mary A. Troop was owned by Troop

Easter Day in St. John.

Very few people were on the street. however, during the hours of service, for most citizens had found their way to one church or another; all of which goes to show that no matter what any one may wife and seven children.

home from evening service hurried along story of the mysterious event it is designed to commemorate. The sermons of all the city clergymen were all appropriate and eloquent of the season and the scason's

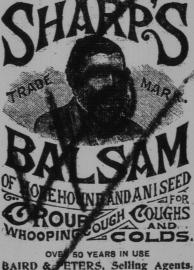
At Fredericton and Woodstock the

The boats are hardly yet in readiness to begin navigation.

The machinery of the Majestic will be inspected today, and early next week the boat will go below the falls. The hull propellers woodwork of ghly cleaned preparatory to paintin Oueen has been

Take Laxating Broad druggists refund to Quinine Tablets. All money if it fails to cure, ature is on each box. 250 W. E. Grove

Mrs. Clubberley—You can't tell me it was business detained you till this late hour. Clubberley—I know I can't m' dear; 'cos I can't nerrounce. 'birthysen't 'thoughterousin'.



ST. JOHN, N.B.

Boys' Three-piece Suits for Spring! Most Reliable Clothing in New Brunswick

> Cut according to the latest dictates of Fashion, with Stub Fronts, Outside Breast Pockets and Closely

> Prices, \$3.50, \$3.95 and \$5.00 Medium Grey Check and Plain Bronzes. Very ser-Price, \$3 50 viceable for school wear.

Dark Heather Mixtures and Medium Green Stripes

Light Grey Stripes; Browns and Greys; Checks ar

BOYS' NORFOLK SUITS. **BOYS' RUSSIAN SUITS** 

BOYS' TWO-PIECE SUITS.

and Youths' Clothing of all MANCHESTER ROBERTSON ALLISON, LIMITED,

### OBITUARY,

The death occurred at Victoria Hospit

Fredericton, on Thursday, of Mrs. Frank Woods, of French Lake. Deceased had been sick for some time past and was brought to the hospital as an almost hope-less case last Saturday night, and an operation was performed on Sunday. A husband is left with seven young children Deceased was about 30 years old.

The death occurred at Dr. L. W. Bailey's residence, Fredericton, on Wedeight years, who had been employed ther as a domestic for the past two years. De-ceased was a daughter of the late William by a mother, two brothers and two side ters. She was engaged to Hospital Sergt. Macaulay, of No. 4 Company, R. C. R., and they were to have been married in a

Mrs Wm. Magee. The death of Rebecca, widow of William Magee, occurred Wednesday at her daughter's residence, 75 Exmouth street. She was aged seventy-six years. Two sons and three daughters survive.

. The death of James W. Foley occurred on Wednesday. He was of the former pottery firm of Poole and Foley. Decease was a sufferer from pneumonia. He came to this country from England when a child

Daniel S. Thorne. W. H. Thorne received word Wednesday of the death of his brother, Daniel S. Thorne, in Seattle, on Tuesday. The de ceased left here twenty-five years ago and had lived in the west ever since. He was Thorne was fifty-four years of age and un-married. His body will be interred in

Mrs. Charlotte A. Clark.

Mrs. Charlotte A. Clark died at th ninety-four years. Deceased, who was Miss Lake, November 8th, 1810. Her husband Alexander Clark, died at Maquapit Lake in July, 1850. Mrs. Clark resided at different times during her long life at Lower Queensbury, Fredericton, Woodstock and Newcastle, in each of which places she who will regret to hear of her death. Two H. and George N. are the sons, and the daughter is Sarah A., of Rexton. Besides her own children there are seven grandchildren and seven great grandchildren Henry A. Austin of this city, is a nephew

Mrs. John H. Roop One of the oldest and most respected residents of St. John, Mrs. John H. Roop, passed away at the residence of her so n-law, Frank E. Craibe, 80 Sydney street, Saturday night, aged eighty-nine years. She was a daughter of the late William Wright, of this city, and was of Loyalist descent on both sides of the house. In 1832 she married John H. Roop, of Digby, who died in 1881. She had ten children, of whom three daughters and three sons urvive. The daughters are Mrs. De harles E., of Truro. About two years ago Mrs. Roop was visiting in the home of her son in Truro.

William H. Quinn.

Fredericton lest a highly esteemed citizen Saturday morning in the death of William Henry Quan. Had Mr. Quinn lived until May 1 next he would have been just 77 years old. He was born in Queens county and moved to Fredericton with his parents, Mr. and Mrs. Robert Quinn, when only a very small child.

In the fall of 1849 he married Miss Jane Brandon, of Glasgow, Scotland, and had two children, the late William Alexander

two children, the late William Alexander Quinn, who died some years ago, and Miss Mary Quinn, who with her nephew, William G., are left to mourn their loss, years, was formerly Miss Austin, born Branch office of the son of 1819 he opened a Douglas Herbor, Grand Lake, Novembrokers, The Vitania.

## Dr. J. Collis Browne's Chlorodyn

Diarrhœa, Dysentery, Cholera, Coughs, Col Asthma, Bronchitis.

Or. J. Collis Browne's Chlorodyne

Is a liquid medicine which assurages PAIN of EVERY KIND, affords a calm, refreshing sleep, WITHOUT HEADACHE, and invigorates the zervous system when exhaust-Dr. J. Collis Browne's Chlorodune

Rapidly cuts short all attacks of Epilopasms, Colic, Palpitation, Hysteria. IMPORTANT CAUTION, THE IMMENSE SALE of this REMED! has given rise to many UNSCRUTULOUS IMITATIONS. Be careful to observe trademark. Of all Chemists, is., is. 1/2d., 2s. 1d., and 4s. 6d.

SOLE MANUFACTURERS

-Vice Chancellor SLR W. PAGE WOOD stated publicly in court that DR. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Fretmau was deliberately un-true, and he regretted to say that it had been sworn to.—See The Times, July 13,

Dr.J. Cclis Browne's Chlorodyne Is the TRUE PALLIATIVE in Neuralgia,

I Dr. J. Collis Browne's Chlorodyne

to the effect that a compound is identical with Dr. Browne's Chlorodyne must be false. This caution is necessary, as many persons deceive purchasers by false representations.

Dr. J. Collis Browne's Chlorodyne

J. T. Davenport, Ltd., London. Gout, Cancer, Toothache, Rheumatism

# Keep yourself well and daily use

the time of his death at the corner Northumberland and Brunswick streets. The late Mr. Quinn was one of the city's oldest merchants, and was one of the harter members of the People's Bank o

considerable real estate throughout the est citizens. The late Mr. Quinn was a devout mem ber of the Church of England, being a vestryman of St. Ann's church for over hirty years. He was also the oldest mem-Newcastle, in each of which places she was well known to a large circle of friends a trustee of the church hall. a trustee of the church hall.

About eleven years ago Mrs. Quinn passed away and he spent his last days with his daughter and grandson.

Some years ago Mr. Quinn gave the property on which to build the parish church at St. Marys.

Mrs. Clark resided at different during her long life at lower Queensbury Fredericton, Woodstock and Newcastle. Two sons and a daughter survive. William H. and George N. are the sons, and the daughter is Sarah A., of Rexton. Be sides her own children there—are seven grandchildren and seven great-grandchildren and seven great-grandchildren.

George Wilmot. Salisbury, N. B., April 2-George Wilmot, a well-known railway man, died at Salisbury on Thursday night, aged fiftyone of the most expert trackmen on the I. C. R., and much of the special work done between St. John and Moncton was

Moneton, N. B., April 2-Another old and respected resident has passed away in the person of John H. Marr, who died Forest, of New Jersey; Mrs. Dow Roop, of Berkenhead (Eng.), and Mrs. F. E. Craibe, in whose home she died. The sons are J. W. and Henry H., of this city, and Grade in Mrs. It is a surface of the least evening at 8.40 o'clock, aged seventynine. Mr. Marr was born in Annapolis county (N. S.), but lived in Moncton the greater part of his life. After coming to Moncton he successfully carried on a boot and shoe business, from which he retired a number of years ago. Mr. Marr was While coming down the stairs one day she had a stroke of paralysis, and fell, sustaining severe injuries, from the effect of which she never fully recovered.

The sone of her son in truro, a number of years ago. Mr. Mart was dence, Camden street, Sunday. She death being immediately due to the effects of a fall on the stairs in his house about a week on the stairs in his house about a week on the stairs in Carbonear (Nfld.), and two sisters Mrs. He is survived by Mrs. Mart, two sons and four daughters. The sons are Henry G., of Moncton, and Frank A., of Halifax; the daughters are Mrs. I. G. Phelan, Mrs. Robert McNabb, and Misses Alva and Jennie. Mr. Marr took an active interest in the affairs of the Reformed Episcopal church, of which he was senior warden, and was a friend of every good government in the town in which he lived

Mrs. Charlotte A. Clarke.

Most Nutritious and Economical, and still thebe

ber 8th, 1810. Her husband, Alex Clark, died at Maquapit Lake in

Mrs. Charles Biggs. James Biggs, of Fredericton, recelligence of the death at Brookly York, yesterday of Mrs. Francis widow of the late Charles Biggs.

Deceased formerly was a Miss and resided in Fredericton with h nusband, who died about 16 or 17 ago. About 12 years ago the late Mrs. Biggs removed to Brooklyn, New York, to live with her son. Deceased is survived by four sons, William, Charles and Frank of New York, and Rev. Lewis of Massar

The remains will be brought to Freder-Mrs. Margaret Boone. Mrs. Margaret Boone died at her resi-

dence, Camden street, Sunday. She leaves beside her busband and one child, father

John E. Starrett. John E. Starrett, 40 years old, field at the Frost Hospital, Chelsea (Mass.), late Saturday night, after a brief illn. St. He was a native of Nova Scotia, but had lived in Chelsea for several years. He was

