General Ausiness.

## JUST RECEIVED.

10 BARRELS

Malaga Grapes,

1 CAR LOAD CHOICE WINTER APPLES.

1 MIXED CAR

CANADIAN APPLES,

ONIONS.

CHEESE ETC. ETC

BOTTOM PRICES

D. CHESMAN

JUST RECEIVED

-AT THE-

#### Commercial House.

CHATHAM, N. B.

Trimming Silks. Satins and Velvets, Plain and Watered Buttons. Braids.

> Linings, Moire Ribbons. Berlin Wools, Fingerings and Fancy Goods Working Canvas,

Splints, Cardboards. Gloves. Corsets. Hair Braids.

Switches. Hosiery,

BUTTRICK'S NEW YORK FASHIONS FOR SEPTEMBER.

#### W B. HOWARD. Dick's Powders,

Kendall's Spavin Cure, Leeming's Essences, A SUPPLY RECEIVED THIS WEEK.

By special arrangement a supply of NORTHROP and LYMANS' EMULSION OF COD LIVER OIL will be received from the manufacturers every nonth during the winter, thereby

FRESHNESS and PURITY FIRST LOT JUST RECEIVED. TWO SIZES 50 cts and \$1.

---ALSO---Pleasant Worm Syrup, **Burdock Blood Bitters**, HOP BITTERS, and all the Patent Medicines of the day, at the "MEDICAL HALL." J. D. B. F. Mackenzie.

Chatham, Nov 1. 1882, CHOICE

# WINTER APPLES

1 Car Load

BALDWINS.

RIBSTON PIPPINS

BISHOP PIPPINS,

SPITZENBERGS,

GREENINGS.

## G. Stothart.

Executors' Notice. A LL persons having any just claims against the Estate of Francis J. Letson, Esquire, late of Chatham, deceased, are requested to render the same, duly attested to A. H. Johnson of Chatham, Barrister at Law, within three months from date and all persons indepted to the said Estate are requested to make immediate payment to him.

ISABELLA JANE LETSON, EXECUTRIX. JOHN ELLIS ANDREW H. JOHNSON EXECUTORS Chatham, Oct. 9th, 1882.

public can afford to pass the current re-NOTICE is hereby given that John C. Sinclair of Bathurst, grocer, has assigned all his Estate and effects to the undersigned for the benefit of his creditors and that the deed of trust is lying at the office of DesBrisay & DesBrisay, Barristers at Law, for execution by his creditors. ports and suspend judgment awaiting the the extent of the use of ardent spirits on All creditors desiring to participate under the deed of trust are required to execute said deed within two months from this date

Dated at Bathurst this thirtieth day of October, board construction and all other trains. If there is one railway rule that should be more strictly observed than another, it is that of prohibiting the use of strong drink among railway men.

### T. S AYNE DESBRISAY Trustees.

BOOKSTORE. (OPPOSITE DR. PALLEN'S CORNER,) Water St., - - - Chatham. WALL PAPERS, BORDERS

WRITING PAPERS
AND ENVELOPES, SCHOOL SUPPLIES of all KINDS. Fancy Goods, Childrens' Carts and Wheel barrows. New Goods Daily Arriving.

Agency of the INTERCOLONIAL EXPRESS. EDWARD JOHNSON.

#### COAL!

A NY person requiring coal will please leave their orders with the Subscriber who Consignments by Rail.

Early orders are necessary in order that they may be

Satisfactorily filled.

## Miramichi Advance.

"them accompanied by loss of life, and

"all occurring within a few days of that

"date." To that article it added on

the death of Breer, brakeman, killed

St. Flavie. On 19th October, by a brake

engine passed over him. The same issue

contained mention that brakeman Trites

arm badly injured at Canaan, on the 20th,

while another brakeman named Lockhart,

got one of his hands badly bruised while

coupling cars at Bathurst. There was

then for some weeks an abatement of the

accident boom till the 11th, when brake-

man Caron was killed at St Charles. On

the 12th one of the Minister of Railways'

engine through the Round House at

by other and, perhaps, less capable

the full measure of their endurance,

and it is not a matter of wonder that

many of them are said to resort to

stimulants to sustain their vital ener-

gies and that some of them drink more

than is good for themselves or safe for

the travelling public. So far as we

have heard those who run passenger

cars are free from any charge of indul-

gence in intoxicants, but it matters

little to injured or delayed passe n-

gers, when a collision occurs, on which

train the carelessness, recklessness or

misunderstandings blameable therefor

take place. It is important that men

work of running trains-whether they

liquors when on duty.

Morrison as follows.

am certain he said that.

The Moncton Times said .-

amputated.

Monday last, the following:-

Bathurst, we made what enquiries we The Late Railway Disaster. could and regret that the results thereof strengthen the presumption that the When the Coroner's inquest at Newpoor fellows who paid the penalty of castle adjourned on Monday evening their recklessness were not in the conlast, we were under the impression that dition their position of responsibility the statements of Express train passenrequired of them. There is a sentiment gers, which seemed to place the blame which leads many persons to remain

of the terrible accident of last Satursilent respecting the dead, when what day morning on indulgence in intoxicamay be said is not in their favor. The ting liquors, were unfounded. Disapapplication of that sentiment pointment was, no doubt, felt by many, however, be carried too far, to the injury that party politics-in the lowest sense of both dead and living, so whatever of the term-had seemed to be pushed may be said of the course which duty even into the presence of death in the poin's out to us as the proper one to awful form it assumed on that occasion, take, we shall follow it. and political interest, official fears and a false and hypocritical sentimentality seemed to rise like a mist between the facts and a legitimate public desire to grapple with and thoroughly sift them. It was known that an accident involving

We called upon a lady yesterday who was in the first class car when Crossman was brought in suffering from his scalds, and she said that as she kneeled to sooth him, and without any questioning on her part, he moaned,- "It human agony and death in one of their was rum that did it all-we all had most terrible forms, the injury of a rum." Other exclamations of the same number of passengers who had entrusttenor, which we do not think it necesed their lives to the care of railway sary to repeat, were made by the sufmanagers and officials, the providential ferer and when he asked for water and escape of others and the destruction of it was passed to him, mixed with a much valuable public property had little brandy, he said, "take it away, it Costiveness, &c., it is the best medicine taken place. All this could not be re- has rum in it, I want pure water," and known. called, but in view of a long roll of even when pure water was given to mishaps of late on the same railway the him he seemed to fear it was mixed public mind became thoroughly alive to with rum. Some who stood by said, the necessity of ascertaining, if possible, "he is wrong in his mind," and the the causes of such a state of things. lady said "I'll try him." She then A paper published at Railway head- asked him if he wanted to see his quarters has just stated that on 13th mother, and he said, "Oh, yes, take October it published an article calling me to my mother!" "If I had done as attention to the fact that there had hap- mother-" but he did not finish the pened "five serious accidents, several of

his statement to be incorrect, but after

receiving a letter from a thoroughly

reliable business correspondent in

The Bathurst correspondent to whom we have already referred, says: "The "accident at Beaver Brook has caused "considerable discussion here, It was but two days after the above was "when it is known that the men were published when we were called to record | "under the influence of liquor more or less it is all the more shocking. giving away, brakeman Devine was thrown upon the track and two flat cars and the 'special, describe the scene as something "terrible, and a section foreman describwas jammed between two cars and had his "ed the Conductor's van as'a little hell'. "There is a tavern within 100 feet of 'our station, which sells night and day. "The matter calls for strict investiga-"tion and the government should get "an overhauling from the press for alnew recruits in engine driving ran his "lowing such an amount of drinking "among their employees."

Riviere du Loup, but, fortunately, did not It is no pleasure to us to publish On the 14th at Thompson's station, N. such statements as these, but we give , a passenger named Nickerson had a | them, hoping they will be the means of foot crushed so badly that it had to be assisting those, both on the road and On the 18th George Biddington, at not connected therewith, who desire Rothesay, had two ribs broken while to effect reform. We give the facts On the 24th November there was anas they have come to us, in good faith. other smash up and the wrecks of eight and are prepared to give names to the cars piled upon one another alongside of railway authorities, to substantiate the torn-up track. And, finally, on Friday about midnight, occurred the fatal what we publish, as soon as we are collision in which three persons were convinced that they are earnestly setting about an enquiry. We have not space We know, as everybody knows who to discuss the subject further this week, is properly informed on the subject, but will, probably, return to it again. that the rolling stock of the Intercolo- We cannot close, however, without nial Railway is not adequate to meet making mention of the conduct of traffic requirements, and that the men Mrs. Hugh Marquis, sr. of Chatham, of whose duty it is to do the practical whom the passengers speak with the work of controlling, running and man- highest respect and admiration aging the trains are handicapped there- her noble conduct at the time of the by, while their mouths are shut, so far collision. Several friends and corresas the public are concerned, because pondents have communicated with us they know that if they were to express on the subject, but Dr. Smith, of Newtheir views freely and openly to the castle, who was one of the physicians public, whose servants they really are, summoned to the scene, perhaps best they would soon find their places filled expresses the feelings of those who

witnessed the conduct of this lady. He men. Every engine on the road is says,worked up to its full capacity, while "The kindness shown to Crossman the men are, also, at times, taxed to "by Mrs. Marquis was touching. "piteous tones, for his mother more window from the engine foot-board, than once. Although his mother and recovered two other men, Amos "could not be with him in that sad Crossman, brakesman, and James "hour it may comfort her to know that Fraser, fireman. These were scald-"Mrs. Marquis attended him with a 'mother's care and attention. ' much cannot be said in her praise. 'The gentlemen in the cars seemed ' more than willing to render any pos-'sible assistance to the dying man, "but the tenderness that a woman only 'can exhibit was singularly exemplified "in her solicitude for the suffering and "dying fireman."

#### Honored Warriors.

be working, special or passenger trains -should, at least, abstain from the use The total number of decorations pre- with slight scratches or contusions or withand be free from the effects of strong sented by the Queen last week to the out any injury whatever. The interior of troops who had distinguished them- the Pullman presented a most confused When Saturday morning's calamity selves in Egypt, including those given spectacle, however, as the rubbers, boots, was announced there were rumors of to the Indian contingent, was 370. values, clothing, etc., of some, or all, of liquor being blameable, to some extent, | The Prince of Wales and nearly all the | the nine passengers were thrown together for it. The St. John Globe published members of the royal family were pres- with broken portions of the woodwork, the statement of a passenger named ent at the ceremony. The Queen, con. the whole being saturated with water ferring the decorations, said :- "I have from the tender and rendered even more I believe that liquor caused the accident; called you here to-day to express my my reason for saying this is because when best thanks for the gallantry and devothe doctor who was attending the fireman tion you displayed in the short but debefore he died offered him some liquor, he put out his hand as if to put it away from cisive campaign in Egypt, and to say him and said: "No, rum did it all." I how proud I am of my soldiers and sailors who have added fresh laurels to those already obtained in previous cam-With the construction train running paigns, and of their devotion to their tender foremost in a storm, it is very Queen and country." At the close of easy to see how the slightest relaxation of the precautions that should have been | the Queen's address, which was deliverobserved by the men on the engine, might | ed with beautiful emphasis, three lines result in the fearful accident just recorded. of men retired, leaving the Queen facing The poor fellows have, however, paid a Notice of Assignment. greater penalty than the most rigid invest the commander of the expedition and tigation could require of them, and the the naval brigade. The conferring of the decorations was then commenced. decision of the coroner's jury. One thing Admiral Seymour and General Wolseley that should be inquired into, however, is have been gazetted peers.

#### Protection in the Census

The meagre census returns thus far published have, as may be naturally Some members of the Coroner's jury supposed, upset some of the favorite deceased. appeared to us, on Tuesday, desirous of theories of the Pennsylvania protectionlearning what foundation there was for ists, and the charge is made by them the statement of Mr. Morrison, and that the figures have been "doctored." they questioned District Superintend- General Walker answers this attack ent Price and the doctors on the sub- with the declaration that the census ject. The latter gentlemen agreed in figures as now presented are accurate, Beaver Brook, the train came to a stand- engine did not steam well, in consequence engine, and had dropped down on the stating that so far as their knowledge and that if they conflict with previous went the poor fireman had not made governmental statistics on the same the remark quoted by Mr. Morrison, subject it is because the latter were while Mr. Price, although he saw the falsified in the interest of the protection driver of the special acknowledge a school of politicians and manufacturers. crossing order at a station not more The controversy which has arisen bethan twenty miles from the scene of the tween the selfish protectionists of our collision, did not notice any appearance sist r State and the head of the Census thrown against the forward partition and as soon as possible. The brakeman on of liquor upon him. When these three Bureau recals a significant incident witnesses showed that neither of them which occurred some years ago with could corroborate Mr. Morrison's state- respect to the Philadelphia reprint of ment one juryman remarked that "the an English cyclopædia. It was discov- There were nine passengers in the Pull- though he told me afterwards he did go. man who made it ought to be hanged." ered after the work in question had The man who would invent such a state been put in type that all its articles ment, must be a bad and heartless one, bearing on the question of protection class car; next heard a crying out of per- the second brakeman out in rear of the lision took place. He heard no torpedoes but no juryman realising his position, and free trade were gross heresies from ought to be too hasty in reaching a con- the Pennsylvania point of view, and

this :- Protection has not a leg to stand on when investigated in the cold light of facts and figures. This is the experience of the whole world; but the light has not yet dawned upon Pennsylvania. -N. Y. Herald.

Chambers', and the liberties taken with the name of Messrs. W. & R. Chambers of Edinburg, by the American publishers are exposed in the edition of this year in a brief but caustic preface. The action of the protectionists in the American edition of an otherwise invaluable work undesirable as a reliable book of reference. Messrs. Chambers' prompt action in exposing the fraud is characteristic of them as intelli ent and honorable publishers.

Miss Mary Campbell, Elm, writes 'After taking four bottles of Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure, I feel as if I were a new person. I had been troubled with Dyspepsia for a number of years, and tried many remedies, but of no avail, until I used this celebrated Dyspeptic Cure." For all Impurities of the Blood, Sick Headache, Liver and Kidney Complaints,

#### Shocking Railway Accident.

The startling announcement that three men had been killed on the Intercolonial Railway between Newcastle and Bathurst, was made on Saturday morning last, and various reports of the circumstances attending the event were soon in circulation. The fact that three men were killed under peculiar circumstances, while the lives of many more were preserved, although, exposed to great danger, awakened public enquiry to a greater extent, perhaps, than facts are, the south-bound express from Quebec, having started from Campbellton with a freight engine to draw it, was behind time, as steam could not be kept up. When within a little more than a mile Beaver Brook, steam was so low that the train had to be brought to a stand-still for some time, variously estimated at from a quarter to half an hour. Just as the Express started again. and had gone a hundred yards or so, a special consisting of an engine, conductor's van and two box cars—the engine running tender foremost-ran into the Pullman sleeping car which was on the rear end of the train. The wheels and other heavy under-gear of the tender passed under the Pullman while its water-tank portion was driven in through the end, smashing the wash room, smoking room, drawing room and a portion of two berths, spreading the sides and starting the roof upwards. The Pullman coupling bar penetrated the end of the boiler and steam and hot water, mingled with cold water from the broken tender went dashing and hissing into the Pullman among the passengers, some whom were asleep and awake. Then, there were cries agony heard in the wreck and those who hastened to the point of collision realised, though they could not see, that human beings were being scalded to death. In response to their heart-rending appeals for release, willing hands worked with all despatch, but it was some time before they could be reached, for the force of the collision had driven the engine-cab and Pullman so closely together that the Pullman had to be cut into in order to get at them. The engineer of the special, John Brown, was first got out and laid on the snow, his eyes so scalded as to present a sicken ng spectacle, while the skin came off his hands as he writhed in the intensity of his sufferings. Two men next entered I the cab, one through an aperture made in "overheard the poor fellow ask, in the Pullman and another through the cab

ed to even a greater extent, apparent-Too ly, than the engineer. Fortunately this closed the list of casualties which were evidently fatal. In the special train another man-a trackman it was saidwas badly burned and bruised by being I had only reached the farthest point thrown down with the stove, while a score or more of other men who were in the box or near Newcastle, escaped unhurt. On the express train the porter, named Duport, was thrown from the drawing room through the open door and slightly injured, all others in the Pullman escaping confused by the escaping steam of the engine. The engine that was to have taken the express train from Newcastle to Moneton being ready, Drs. Smith and McLearn who were summoned by telegraph, were brought by it to the scene as quickly as possible, but they could do little for the suffering men, one of whom died just as the train reached Newcastle and the other two shortly afterwards.

### THE INQUEST.

Hon. Allan A. Davidson, Q. C., Coroner, held an inquest, commencing on Saturday. The jury selected was composed as fol-

C. C. Watt, Foreman. Donald Sutherland, E. Lee Street, John Maltby, H. D. Harper, Thomas J. McEwan, James O. Fish. The jury, on being sworn, were taken a little too fast. I saw the three deto view the remains, which were afterwards sent forward to the friends of the

Witnesses were examined as follows, -

HENRY F. HINDS. conductor of the Pullman car, deposed that the express arrived behind time at | The driver's name is McGinty. We had | scope | tender first, into the Pullman on Bathurst and left there behind time. the usual number of cars on ; the Pullman the rear of the express train. One box After passing Bartibogue, when near still for want, as he understood, of suffi- of which, we lost some time. We were track. An engine from Newcastle took cient steam; remained, perhaps, 15 or 20 one hour and fifteen minutes late leaving them in shortly afterwards. They could minutes; was sitting in the forward part Bathurst. We did not lose any time after not turn on the track between Campbellof the pullman car when the train started leaving Bathurst until we stopped, which ton and Newcastle, which was the reason and four or five minutes afterwards heard would be from a mile to a mile and a they were running tender foremost. Conductor Olive, who was in charge of half from Beaver Brook. We came to To Juror Harper-I was not informed the express and the brakeman call out, an entire stand still. I asked the driver, at Bathurst before the collision that the whereupon witness stood up to go to the when we stopped, how long we were express engine could not make steam. If diately, a crash came and he was he had no steam, but he would get ready better look out. the lights all went out; opened the door the rear end of the train. Charles Humand ran into the 1st class car, which was phrey went out with signals-torpedoes- was read showing that the former had next to the Pullman, asking for a lantern and a red lamp. I told him to go as fast and returned to look after his passengers. as possible. I could not say that he went man, who were all on the lower tier of We stopped at Beaver Brook until 12 21 berths. Some one had brought a lantern a. m. I should judge we remained stain; got all the passengers out into the first tionary about 20 minutes. I also sent quarter to one by his watch when the colsons as if in pain in the rear part of the train. I told the driver and he gave the explode before the collision and could not Pullman; went back as far as he could signal to the men to come in. The signal have heard them in the van had they exinside and found the tender of an engine from the driver is usually a repetition of ploded. If the engine was blowing off

around the head and with assistance got ten minutes after the signal was given by him out. On the opposite side found two the driver, when the signal men reached men in the cab of the engine who were the cars. I started a few moments before passed out to witness. One was the de- the men actually got on board. We were ceased John Brown, engine driver. He on an up grade and the train start d was badly scalded on the tace, back and slowly. We had not gone farther than body. The other men were, Amos Cross- two car lengths when I noticed the train man, fireman, and James Fraser, brake | coming behind me. I did not know at man, also much scalded, but how other- the first what end of the engine was ap-The cyclopedia referred to above is wise injured witness did not know. The witness submitted a plan of the in-

side of the Pullman car, and explained its also made motions with my lamp to the WILLIAM HENRY DUPORT. of Montreal, porter of the Pullman, testified that the crash hurled him through the drawing room into the body of the car; he was thrown on the floor and deluged with matter has done much to render the cold water from the tender. None of the Pullman passengers were injured. OWEN M'GINTY.

when the collision occurred.

at the time of the collision.

coming tender first. Seeing my danger I

jumped off. The smoking end of the

sufficient force to break the draw-bar of

To a juror :-

I was driving engine No. 103, on the ex- room is next. The tender of the engine press last night from Campbellton to Moncton. We left Campbellton 15 or 20 minutes behind time. We lost time all the way to Bathurst. The engine would not steam. She is a freight engine. When I endeavored to rush her she did | The train did not bring up until it reached not give off steam, and after we left Bath- the south switch at Beaver Brook station. urst we continued to lose time, and on the It would be between one mile and a mile up-grades we merely crawled. When we and a half from the place of the accident got to the up grade about two miles north to where the train stopped. of Beaver Brook we stuck on the grade and had to remain 10 or 15 minutes to get up steam. I heard conductor Olive send back his men with signals-a red lantern class car and Pullman. The shock pull- The driver's name was John Brown, and Witness continued. ed the drawbar of the baggage car and his fireman Amos Crossman. The brakeabled engire and found the fire was out. When we reached the station. I then pro and disabled engine were cour heavier grades between that and Bathurst. It was storming and snowing. We had 16 telegraph poles, and until they have a Fraser while at Beaver Brook.

rate of two or three miles. I did not know place torpedoes on the rails-every 200 engine at Campbellton to give to the exwhat train was coming behind us. We yards-on the way out. They leave a press that night; the express engine was had carried signals for another train follow | torpedo on the furthest end and gather | delayed at the wreck which had taken ing from Campbeliton. The train which the rest coming in. They are always place at Millstream on the morning of the ran into us was this working train. I be- secured to the track and are exploded by same day, and we had to transfer baggage, lieve she came from Bathurst and I knew | the first train passing over them. The only there was a special following. I did not protection after the signal men come in could not reach Campbellton in time for know it was the working train. If the is the one torpedo. These torpedoes make the express train coming south. We working train went north from Newcastle | quite a loud noise. How loud I cannot | don't keep first class engines in reserve at return tender first. Deceased, John Brown | when I have used them. I could not say | press engine was at Moncton, Three was driver of the working train; Amos | that they always explode, but during my | express engines run the trains between Crossman was fireman, and James Fraser experience with them, they have. I don't | Campbellton and Moncton, and the lie-off brakeman. Brown had been driving two think they could be heard on the other is always at Moncton or three months; Crossman had been fire | end of the train-that is, the rear. I man about the same length of time. I think this working train had been working to keep a spare express engine at Campdon't know how long Fraser had been at the wreck at Millstream above Bath- bellton to provide for such contingencies? brakeman. They were all young men. urst, the previous day. If the brakeman Fraser I think was married. If we had proper steam to have carried our train the working train would not have overtaken us. My engine is not an engine usually used for expresses. She is usually used for freight. I was ordered to put this ployed as such. I did not know that the engine on the train at Campbellton. The working train was following me. I only round house foreman appoints the engine knew that I carried a signal from Camp for the several trains leaving Campbellton. bellton. The signal is white, placed on I went up with a special freight. I gen- the rear end of the train. I crossed two driving since April, 1880. The locomotive foreman was on the locomotive train with me and knew the state of the engine. We could have taken no other precautions to protect our train than I understood our onductor did. A train is not to follow another train sooner than fifteen minutes. We were about that length of time getting up steam on the grade. I only knew there was a train following by carrying the

on the I. C. R. Was on Olive's train

Friday night on the trip from Campbellton

to Moneton. We were late leaving Bath.

urst,-I think about an hour. We lost

time after leaving Charlo, until we reach-

ed Bithurst. I was on the rear end of

17 telegraph poles. I put out five torpe-

does-one at every 200 yards, till I reach.

ed the outside or further point, where I

put two. I had a red signal lamp. 1

were running from 30 to 35 miles per hour.

I remained on the pullman car till the

first. I jumped off the car and got clear

of the track. I saw the approaching

engine strike the pullman with great vio-

lence. I could not see anything else for

the tender telescoped. The cars of the

colliding train stopped almost immediate-

steam and smoke had passed away I look-

ed but could not see our train. I followed

and found it on the south switch at Beaver

from the south. The torpedoes make

quite a sharp report, sufficient, I think, to

opinion the approaching train was running

ceased persons lying in the aisle of the

car and they seemed to be suffering des-

perately, apparently, from scalded

ALFRED E OLIVE.

the Pullman car. The train stopped about

erally run freight trains. I have been trains at Red Pine and one at Bartibogue. The Coroner here asked witness whether or not the engine was fit in the state she was to carry passengers. Mr. J. R. Bruce, chief clerk of the railway, rising :-Mr. Coroner, I don't think that is proper question to ask the witness, as he could not know whether the engine-

The Coroner, raising his hand .- That is my business. I am conducting this insignal. I don't know what was wrong vestigation, and I cannot allow you or with my engine. I never saw an engine any other railway officer to interfere. work as she did. Our speed was very Witness continued: I did not know slow-from fifteen to twenty miles per what state the engine was in when we started. All I know is that after we had come about 18 miles the engine began to lose steam. I reside in Moneton and am a brakeman

To a juror -- It would have been better to have got another engine when we fore he left and saw no liquor on him. I reached Bathurst if there was one to be got. I told Mr. Price, the superintend- signed a crossing order in my presence. ent, when I came to Campbellton, the and he vas then apparently all right. He

tance from our train, it would be sufficient

time to bring up without collision. I

could not say how long the driver and

fireman of the working train had been em-

state of the engine. To the Coroner-I do not know why it was that the tender was run first. It is one mile north of Beaver Brook station, just as safe I think, except when there on an up grade. When the train stopped | might be obstructions or cattle on the I jumped off to go back to protect the track. The driver has not the same

went back about 800 yards, or about 16 or | first, Monday's Evidence. DAVID M'NUTT could see between 200 and 300 yards off. who had charge of the special, which ran into the express, being sworn, said he when the signal was given by the engineer had been working a wrecking train on to come back. I left two torpedoes on Friday, between Bathurst and Millstream, the track and fastened them. Another in connexion with the accident at the lat cars and were going to work next day at brakeman, named Thompson, was sent ter place, and, having finished such work, out after me to help take up the other was running as a special to Newcastle. a stimulant. Then, going to the first class three torpedoes. When I was out at the farthest point I did not hear nor see any behind Olive's express. He stopped at state as Fraser. He as isted Dr. Smith heard one coming half a mile off. We Red Pine and Bartibogue, having crossing to treat them in the same way as he had hurried back to the train just as it was orders for these places, and left Barti. treated Fraser. In about a quarter of an starting. When our train had got a bogue about twenty minutes behind the hour the train started for Newcastle, Dr. couple of car lengths off, I heard the other express, as the station agent there told Smith and I doing what we could for the engine coming around the curve about a him. Of himself he did not know what men on the way. Crossman ded in the quarter of a mile, or between that and a time it was when he left Bartibogue. car, just as we arrived at Newcastle, and half from us. There were two white His train consisted of two box cars and a the other two men were removed to Mr. lamps showing. I gave the signal to the van. The box cars contained a number Graham's hotel, near by. Dr. Smith and driver with a red lamp to stop. I was on of men who were at work on the wreck at I tried to rouse the men by administering the rear end of the platform of the pull- Millstream, and were to work next day stimulants, but without effect. Fr ser man car. The driver or his fireman could at Newcastle under Trackmaster McLel. died about an hour after reaching the have seen the signal it either had been lan. The speed of his train was about hotel and Brown shortly after. They all twenty miles an hour, but slower at about died of the shock produced by a severe looking. Conductor Olive and brakeman three and a half miles from Beaver Brook. scalding; one man refused any stimulant, Thompson also gave signals to stop. I where he put brakes on for a mile and but slid not say there had been too much don't think there was anything to prevent them from seeing the signals. There was over, it being a down grade with a curve. of that, or words to that effect. None of not any attempt to stop. I think they The engine, which was then some two the men said, so far as I heard, that miles from Beaver Brook. was running hquor did it, or that rum did it, seventeen to eighteen miles an hour. approaching train was within 150 yards of Taking off the brakes he went inside the van, as it was now an up grade for a us. I then noticed the engine was tender mile or more to the brook. He was standing in the door of the van when the train struck the express. They were then going not over twenty miles an hour. steam and smoke. The whole length of The shock nearly stopped the train with in its own length. He thought they were off the track, and did not know at ly after. The engine proceeded with our the time what they had struck, but train and shoved it along. When the jumping off met Conductor O ive of the express who said his train had run into him. The draw bars of the two box cars were broken but the cars were on the Brook. When I arrived Conductor Olive track. The draw bar of the van was The collision occurred just on the other side of the grade or on a down grade, so it

sent me to signal another engine coming not broken. be heard by those on the engine. In my was all down hill to Beaver Brook. He at once put out signals to warn a train coming behind him. One of his men in the van had his hand cut in the collision by window glass. He put his torpedoes back a mile and a halt. One man in the rear box car was burned about the hands and face by the stove upsetting. He proceeded to Beaver Brook and lea ned that the Conductor of the Express :- We left train had gone on to Newcastle with the Campbellton at 8 o'clock on Friday night. injured men. He found his engine telewas on the rear end of the train. The car had its trucks forced back by the

At the request of the jurors the evidence of Conductor Olive and Driver McGinty stated that the express lost no time from Bathurst till stopping at Beaver Brook, while the latter said she had lost time all the wav from Bathurst.

The witness continuing said: It was a ctorily filled.

Ctoril

W. MILLEDGE THOMPSON,

brakeman on the express, was next called, His evidence was principally in connection with the orders given by Conductor Olive and was corroborative of that officer's testimony. He said: When he heard the train approaching they had not got up speed. They soon saw the special coming; all three, the conductor, other brakeman proaching us. I called out to our driver to go faster but he could not hear me. and witness, made signals for her to stop and halloed to their driver to go on. The other engine to stop. I think that my special came on rapidly and as it neared train had gone about two train lengths he jumped off, crossed the track to high ground and signalled to stop as the special passed; saw the engine was tender first; I was standing on the end of the Pullshe struck the rear of the Pullman, and man when I gave the signal. The engine ran into it about the full length of the of the other train I now noticed was

JAMES E PRICE,

Pullman was in the rear, the drawing and Moncton, being sworn, described hav ing come down on the express the night of ran into the Pullman as far as the drawthe accident, from Bathurst, as far as Red first class car, where the passengers aping room, any further I cannot say. The Pine. He knew at Bathurst that the excollision sent our train ahead, and with press engine was not steaming well, but our engine and free it from our train, The other train was running quite fast We had no air brakes on. It was about

separated my engine from the train. The man's name is James Fraser. Fraser was about a mile and a half distant, arriving Crossman on the fireman's side lying on train followed the engine until it was taken into the smoking car. They all about ten minutes after the express had his back. I got him up to the cab with brought up by the brakesmen with hand seemed to be in great agony. Brown left with the doctors, as the agent imformed brakes. There was no air brake on the spoke to me when I went in. Fraser was me. The express had left her Pillman engine. The train was brought to a stand- also conscious. I sent the signal men out and McNutt's engine near the south switch still at the south switch of Beaver Brook to flag the train coming ahead. In the points. The tender of the engine was trict Superintendent Price. I then went station. As soon as I stopped my engine meantime I started to telegraph to Mr. driven its full length into the rear of the along the line about a quarter of a mile I went back to my train, when I was in- Price my report of the accident. He was Pullman. I waited at Beaver Brook until structed to take all the lights and assist to at Campbellton. I understood when I an engine and the auxilliary car arrived get parties out of the train. I went back reached the station that Mr. Patterson from Newcastle, when I proceeded with with a lantern to the Pullman, where I had telegraphed the accident to Mr. Price. | them to where McNutt's car was off the heard that the driver, fireman and brake- On the arrival of an engine and two cars track. This car was dumped to the west man of the colliding engine were badly from Newcastle we started back for New-side of the track. I then returned with the auxiliary car came from Newcastle. any similar event that has happened for hurt. I saw them after they had been re castle. Crossman, the fireman, died in the train and McNutt's remaining car and Before it came I was again on the express, moved to the cars. I examined the dis- the car; the two others were removed van to Beaver Brook. There the Pullman and was there when the doctors came. I I don't know why my engine did not ceeded with my train to Moreton. My we proceeded to Newcastle. On my of which I have acted as assistant trackgive sufficient steam Thegrade where we instructions for protecting the train at arrival at Newcastle I was told that Driver stopped is not very heavy; had come over stopping on the track are to send the rear Brown had just died. I had previously at Millstream, north of Bathurst. I have brakeman back with signals 800 yards or heard of the death of Crossman and only just started and were going at the clear view of the track, They are also to To Juror Harper-We had no express

passengers, etc. The express engine engine first to Bathurst it would have to exactly say, but I have always heard them all making up stations. The spare ex admit of his returning on Tuesday. The

Q. Would it not be better or necessary A. It is not often, that such conhad placed the torpedoes at 800 yards dis- tingencies happen. Q. Do you think the accident would have occured had the engine been running

A. Ithink it might have occurred under ordinary circumstances; a driver can under ordinary circumstances, see as well when running tender first as the other By Foreman Watt-Do you think the ac-

engine been a good one? That would be a difficult question to answer; all engines are liable to accidents and to give out. I would expect the driver of this engine to run this train at the usual express train speed. Q. At what speed would you expect McNutt's train to run?

A. His regulation time was 20 miles an hour. The engines on the express and tried McNutt's train we eof the same character. I do not know that McNutt was exceeding his regulation speed when he passed Red To Juror Malthy-I saw something in

the Globe in reference to those men being intoxicated. I spoke to Driver Brown on the Bathurst platform an hour or so be saw him also at Red Pine, where he was an old railway man, but I do not know how long he was an engine driver. I have known torpedoes to miss explod ing, but where there were two, one if not both, would be pretty sure to explore, I would not say those on the engine would train. Conductor Olive told me to go facility for seeing ahead of him when the hear them if they did explode. I consider back and put plenty of torpedoes out. I tender is first, as he would have head Diver Brown and Conductor McNutt

capable men.

DR. M'LEARN, who went from Newcastle to the wreck, said, in his evidence, that he went first into the smoking-cor of the express train, where he found the deceased, James Fraser, in a semi conscious condition, suffering from a severe shock. He examined him and found him badly scalded. He administered an opiate and then gave him car he saw Engineer Brown and Firem in

of Newcastle, sworn, said: I was called last Friday night to visit some men injured by an accident on the Intercolonial. I proceeded by special train to Beaver Brook. I went first into the smcking car, suffering from a shock and breathing heavily, his face and hands scalded, and apparently dying. I passed into the firstclass car, where I found Crossman and Brown lying on a kind of mattress or bed from the Pullman car. Crossman appeared to be in about the same condition as Fraser. He afterwards railied. Dry Goods and House Furnishing Brown was conscious and seemed to be suffering more than the others. We administered stimulants to rouse them, as we could detect no pulse in the case of any of them. As soon as Cross-man rallied he appeared to suffer, and we administered morphine to relieve his pain. Brown was suffering so much at first that we gave him morphine with stimulants. As soon as we made them as comfortable as we could we requested that the train should be taken on to Newcastle. Brown complained or feeling cold, though we had him close to the stove and well covered. During the journey to Newcastle we administered stimulants to both Brown and Crossman, but not much to Fraser, as he was not in a fit state to take much. When we reached Newacstle I arranged at Graham's for the men, and returning to the car, found that Crossman had died. The remains of Crossman and the two survivors were conveyed to Graham's, Fraser being then in a dying condition. I remained in constant attendance on Brown until about an hour before he rear end of his car, when, almost imme- going to remain here, and he told me that so I should have been informed and kept a died, Dr. McLaren remaining until he Having examined the remains of Crossman and Brown we found almost their entire bodies scalded, in parts very deeply. Even if they had rallied sufficiently to admit of our detecting the pulse the scalding would have caused death. We could not at any time feel any pulse. Death was caused by the shock of the severe scalding. I gave some stimulant to a lady to give to Crossman but heard no such remark as "rum did it." and think I would have heard it if it had been

at Bathurst. It was the express from Campbellion. It was behind time arriving at Bathurst, but I think it made running time after that until we stopped a mile or a mile and a half north of Beaver Brook, where there is an up grade, where the train stopped; not having steam, as I heard some one say. We remained 10 or 15 minutes and orted again at about an ordinary rate. If proceeded about two train lengths when I felt a shock of another train running into us at the rear. I was in the smoking-car, looking out of the window in a stooping position. The shock sent me against the partition. As soon as I recovered myself I pulled the alarm line, and found it loose from the forward part towards the engine; then I went forward and saw the engine broken away from the District Superintendent between St. Flavie then went between the smoking and firstclass car, and put on two brakes, which stopped the cars. Then I went into the

peared to be excited, and I said to keep quiet, as everything was all right. Olive remarked that M'Ginty would now pa sed on to the Pulman, where I found be able to make time as he had cleaned his things badly mixed up. It was dark then, fire. He had, however, given orders to and getting off forward I wa ked to the have another engine waiting at Newcastle rear on side, when I heard some persons so he did not change the order. While at crying out, apparently in great agony. I Red Pine he heard the operator at Parti- could not te I whether they were in the bogue report that the express train had Pullman or eng ne tender, as the Pullman passed that station, but on inquiring at | was to escoped by the tender the full Newcastle about the time she was due length of the latter. I recognized Brown's there, he learned of her non-arrival. He voice crying to us to get him out. I tried then heard of the collision by a message to climb up the left side of the Pullman and torpedoes. When I got up steam I ten minutes after the accident occurred of assistant track-master Patterson, ad- but could not. Then I ran to the baggage gave the signal-five whistles-for the when I discovered that any person was dressed to him at Campbellton, and pro car for an axe and returning saw Driver man to come in, and on getting the signal killed. I walked and ran from where I ceeded on number thirty-six train to Barti- Brown with his head and shoulders or a from the conductor I started the train. jumped off to Beaver Brook station. bogue, that train being at Red Pine wait- little more out of the Pullman window, Had not got more than two or three train After hearing some persons were injured ing to proceed South. Thence he proceed the Pullman conductor assisting him. lengths before the engine of the working from trackmaster Patterson, I went to the ed to the wreck on the engine of Haines' When out we laid him beside the track. train, coming tender first, ran into the train and found the tender of the engine special. He found the van and two box I heard more groaning in the tender and tail end of our train, which was the Pull- had telescoped the pullman car as far as cars, one of which was off the track. - got up on the foot board of the engine and man car. We had five cars, viz., postal the cab. The driver and fireman of the One truck was knocked back from its po- knocked the front window out of the cab and baggage cars, second class car first colliding engine were in the first-class car. sition and the end of the car broken in. with an axe. The cab was full of steam. I saw nothing, but heard groaning. I got I then walked to Beaver Brock station, a light, and, going into the cab, found the assistance of another person who had come in. I then went to Beaver Brook and met Conduct r Olive and his two brakemen, who told me McNutt's special had one man who had one hand a little burnt, and that one car was off the track. no idea of what caused the accident. All the men of the special were sober when I saw them at Bathurst.

The inquest was adjourned until 10 a. m. on Tuesday.

Our Reporter left Newcastle on Monday evening-having to cross the river in a small boat, with considerable ice running -and the condition-of the river did not inquest did not proceed, however, at 10 a. m. as per adjournment, because of the non-arrival of Mr. Stevens, locomotive inspector, who however, we believe, gave . vidence in the evening, after which, the jury returned a verdict of "accidental

A friend in Newcastle telegraphs us that nothing new was elicited in the testimony given in the evening.

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