

RAILWAY SMASH

Conductor R. G. Duncan Died of His Injuries.

EYE WITNESSES TELL OF THE I. C. R. ACCIDENT

Which May Have Been Caused by Broken Wheel.

The Herald's special despatches of Wednesday so graphically presented the details of the disastrous wreck on the Intercolonial railway near Milford, Hants Co., N. S., that little remains to be told.

As foreshadowed, Conductor R. G. Duncan's injuries resulted fatally, the popular official passing away at his home in Halifax at an early hour this morning. Dr. Campbell, the physician who attended the victim, says that he never rallied. His injuries consisted of a fracture of the thigh and pelvis, and extensive bruises from head to foot.

The heroic conductor after he was taken from the wreck, said to one of the rescued passengers that he felt sleepy. The reply was: "You may feel better after a sleep." "No," he replied, "this will be my last sleep. I am dying." The words came true and Mr. Duncan passed away early this morning.

There were forty passengers on the ill-fated train and only one escaped injury. The case of Mrs. John Glassey of Halifax who was killed from a blow on the head, is peculiarly distressing. She was en route to Truro to visit a sick relative, and intended to take the first train at Halifax yesterday morning, but missed it by five minutes. She waited for the C. P. R. express which leaves an hour or more later, and met her death.

A Mrs. Hunter who lives near where the accident occurred saw the disaster from a window of her home. She says the train was speeding around a curve when suddenly the first class car near the rear end gave a jump and lurch and then went over sideways, taking the Pullman behind and all the cars ahead with it, the engine alone remaining on the track. The cars went over the bank on the opposite side from Mrs. Hunter's, and disappeared as they rolled down the decline.

In the wreck the engine alone escaped destruction. The cause of the accident may never be known. At first it was thought to be a spreading rail, but the fact that the engine went along safely, that other trains had just passed without mishap, and that nothing wrong with the road-bed could be observed after the accident, go to show that the rails were not the cause of the disaster. Time and official inquiry will probably eventually reveal the secret, but circumstances point to some defect in the running gear of the cars behind the engine as the cause of the catastrophe. The wrecked train is lying at the bottom of an embankment nearly thirty feet below the rails.

The train was running at a rate of at least 35 miles an hour when the accident happened. Without a signal of warning, the engine parted from the combined postal and baggage car and sped on as if nothing were wrong, but the horrified passengers found their lives in cars that were turning over and over in their descent to the bottom of the embankment, covered by ice from the upper waters of the Shubenacadie river.

George F. Bissett, traveler for Manchester Robertson Allison, St. John, who was a passenger in the first class car, told his experience in the car. He said when the first felt the jar he grabbed his seat and held firmly. The car rolled over twice and turned bottom up on the third roll. He held fast to the seat and went around nearly two revolutions when he was knocked out of his position by loose parts of the seats and a general falling of debris. When it was over the inside of the car was a perfect ruin; women and men were lying around the upside down car, partly under broken parts of the car and rubbish, making the place terrible by their moans.

The colonist car was split in two pieces lengthwise by a strong standing beach tree, and is practically broken to kindling, baggage and broken trunks are

scattered all around. The baggage and colonist cars are piled together.

The Pullman brought up beside the first class car and lay at the foot of the bank exactly side by side.

An auxiliary relief train from Truro arrived an hour after the accident. Most of the passengers were then rescued, but the auxiliary had to rig a derrick to lift the heavy trucks pinning George Walsh and E. J. Hudd to the ground to release them. Only one man escaped injury, N. A. Campbell, of Halifax.

A commercial traveller of New York was thrown through a window of the Pullman, and his life was said to be saved by a wicker chair going through ahead of him. He alighted in some water with his necktie and collar cut off his neck, He escaped with slight injuries.

NEW POLITICAL CLUB.

French Canadians Organize Strong Association at Ottawa.

(Special to Daily Herald.)

Ottawa, Feb. 4.—A new French Canadian Liberal club was organized here last evening, to be known as the Belcourt club. The object is to politically bring together every group of French Canadians in the province of Ontario.

Sir Wilfrid Laurier is president, Hon. G. W. Ross, premier of Ontario, and Hon. S. N. Parent, premier of Quebec, are vice presidents, and N. A. Belcourt, M. P., patron.

The personnel of the club is stated to be very representative, and the executive more than usually strong.

FRAUD ALLEGED.

(Special to the Daily Herald.)

London, Ont., Feb. 4.—J. W. Thompson, manager of the Canada Tin Plate Co. of East London, was arrested yesterday at the instance of Samuel Davis, charged with fraud. It is alleged that Thompson, by fraudulent means, obtained possession of a \$1,000 debenture of the York county Loan & Savings Co. from Davis.

MASSACRED BY INDIANS.

(Special to the Daily Herald.)

Denver, Feb. 4.—The stage which runs between Ortiz and Las Cruces, Mexico, was held up by fifteen Indians, and all on board, six in number, were massacred. A detachment of mounted troops has gone in pursuit of the Indians.

C. P. R. TRAIN WRECK.

(Special to the Daily Herald.)

Winnipeg, Feb. 4.—A C. P. R. freight going east, jumped the track between Griswold and Oak Lake yesterday afternoon. Three cars of cattle were dethed and many of the animals were killed.

West Off With the Bucket.

An Irishman applied to the skipper of an English sailing vessel in Liverpool for a berth as a foremast hand.

"Have ye ever been to sea before?" says the skipper.

"I have," says Paddy.

"Ye're an Irishman?" says the captain.

"I am," says Paddy.

"Have ye got your certificate?" says the captain.

"I have not," says Paddy, "but I have served aboard the Cunard and Allan liners."

"Well, I won't take you without ye get a paper," says the skipper. Poor Paddy was astounded, but away he went and got a written character. He returned on board and was engaged by the captain. While he was there another man came aboard for a job.

"What are ye?" says the captain.

"An Englishman," said the man.

"All right. Go forward," says the captain.

The vessel put out to sea. The third day, while engaged in swabbing the deck, the English hand got hold of a bucket, and while attempting to fill it with water, overbalanced and fell overboard and was drowned. Paddy saw it, and away he went to the skipper.

"Do ye remember," said he, "the time ye engaged me?"

"I do," said the captain.

"Do ye mind ye wouldn't take me without a character?"

"I do."

"And do ye mind the Englishman that ye gave a job to at the same time as ye gave me?"

"I do," said the captain.

"Well," said Paddy, "ye didn't ax him for a character; now he's gone off with your bucket."

In the Way.

"In our house we follow William Morris' teaching," she said. "We have nothing that is of no use."

"But that always makes a house look so bare."

"I know it. But, then, we have four children."

LONG DISTANCE.

Messages Between the Western Union Telegraph Managers

AT ST. JOHN AND HALIFAX TRAVELLED OVER 10,000 MILES

In Ten Minutes—An Incident of Yesterday's Wreck.

(Special to the Daily Herald.)

Halifax, Feb. 4.—During the interruption to telegraphic communication yesterday caused by the accident to the C. P. R. express, Mr. Dawson, the Western Union company's superintendent, St. John, anxious to get a message with instructions to Manager McKee in Halifax, addressed it to Supt. Fenn, direct-cable office, who sent it to Sydney. From there it was forwarded by the Atlantic cable to Ireland and handed to the direct company's office for transmission to Halifax. The reply to Manager McKee already on his way to Milford, returned by the same route.

The message and reply went over ten thousand miles in less than ten minutes.

Enterprising Firm.

Donald Fraser & Sons are making extensive improvements in their big mill, at Plaster Rock. They are putting in a gang saw and a slabber which will increase the capacity of the mill to 100,000 ft. of long lumber a day. They are reversing their twelve shingle machines and have made room to have the bunching done on the same floor as the sawing. They are putting their mill in first class condition for the season's work.

Mr James B Campbell of Kingsclear has been confined to his home for some weeks with a severe attack of bronchitis.

Mr Peter Olitch, of St John, secretary of the New Brunswick board of fire underwriters, is at the Queen.

Mrs Fred H Hale, Miss Evelyn Hale and George Hale left Woodstock last week for the West. Mr and Mrs Hale go to Enderby, B C, where Mr F H Hale, M P, is established in a large lumbering enterprise.

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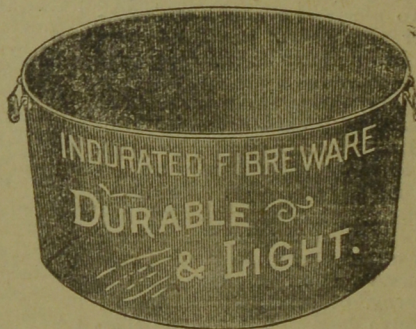
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