

HARVESTERS TRAIN WRECK

The Free Press Gives Some Idea of the Accident of Special Interest to P. E. I. Readers.

The Manitoba Free Press of August 16th gives the following account of the harvest train wreck:

Five cars of the ill-fated harvesters' special which was wrecked near Ingolf last night arrived in the city this morning bearing about 300 men and the maimed and wounded. There was quite a crowd at the station to meet the train and these looked on with morbid curiosity as the sufferers were taken from the imprisoned hospital car to the ambulance and hacks which awaited to take them to the hospital. Poor Jack Corwin was the first to be carried out and was the most badly injured of the quartette of sufferers. He was met by Mr. and Mrs. F. W. Russell and taken by them to the hospital. An elderly man, James Craig, was the next; he sustained a severe cut on the head and came out with his head and face swathed in bloody bandages. The others were carried out, but did not look bad and a few days or weeks in the hospital will be sufficient to put them in comparatively good shape once more. Fireman Corwin was pinned to the ground by the driving wheel of the locomotive as it toppled to the ground and no hopes were entertained that his leg would be saved.

LEG AMPUTATED.

On reaching the hospital the surgeons at once decided that it would be necessary to remove the left leg from just above the knee and the operation was successfully performed by Drs. Blanchard and Chown, the sufferer standing the ordeal with great fortitude. Jack Corwin has been firing on the P. R. for several years past and is a great favorite with railroad men, who deeply regret his deplorable accident. He formerly ran on the Fort William section, but during the past year has been running out of Moose Jaw. A couple of weeks ago he brought an engine from Moose Jaw for repairs in the shops here and whilst waiting for the completion of the work he has been filling in his time by making spare trips out of Winnipeg. Mrs. Corwin arrived in the city last night.

The passengers talked freely of the accident and said that the two men who were killed were standing on the platform of the first car at the time. Had they been inside the car they would probably not have lost their lives. There were some seventy-five men in the car, which were all smashed up, and the wonder is that more of the passengers were not killed or injured, as the car went clear over an embankment of about thirty feet in height. There were seven cars in the train in all and of these four went over the embankment and one is derailed on the side of the track. The passengers gave the brakemen great credit for the promptness in applying the air brakes and stopping the car. It was this, they said, which saved a great disaster. There were about 750 men aboard the train and after the accident the greater number of these went back to Rat Portage. Five cars came down from Winnipeg and it was on these that this morning's arrivals came to the city. Drs. Blanchard and Chown came back in charge of the wounded.

Rat Portage, Ont. Aug. 15.—The scene of the railway accident of Wednesday evening was visited by a Free Press representative to-day. The fatality occurred in a hollow formed by the railway embankment and an ascending hill about one hundred yards east of the track. To the ordinary observer the wreck presents a most sensational sight, with debris of derailed locomotives, cars broken and other signs of mishap—the engine which was the first to leave the track is about seventy feet away and alongside of it is the first coach—a sorry specimen of the car builder's work in its present state. Four other cars form a trail from the bottom of the depression to the top of the embankment, with their huge, leviathan bodies lying on their sides, and in some cases entirely inverted, the bottom being top side up. Car trucks and wheels, seats, cushions and other component parts of a passenger car lie around in profusion and add to the general confused appearance of the wreck.

Just how the accident occurred has not yet been definitely settled. It is a matter of common knowledge that when the locomotive left the track it turned a complete somersault in the air, landing on its trucks in the valley below. In its aerial flight it was accompanied by the tender, which faithfully assumed its wonted position in the rear when the sudden stop came. The forward coach, which also displayed an affinity in its fall, is now nothing more than a mass of kindling wood. It resembles nothing so much as a dis-

carded fruit cake which has been broken up and stamped on.

THIS CAR WAS PACKED

with men at the time, and it is a matter of wondering comment all over the line how so many of its occupants escaped with their lives and uninjured. As the several harvesters' specials passed Ingolf to-day the excursionists eagerly inquired how many were killed in the accident, and when told there were only two fatalities they received the expressions with incredulity. Great praise is accorded Engineer Woods, who pluckily stuck to his brakes until the last moment, and the universal comment is that had he not played a heroic part the accident would have been much worse. Genuine regret over poor Corwin's mishap is also expressed on all sides. Unfortunately he jumped to the wrong side and was pinned to the earth by the locomotive. The peculiar feature of the accident is that Corwin must have jumped from the engine's side of the cab. The engineer is said to have climbed through the cab window, and when he saw which way the engine was falling leaped over the boiler, escaping without a scratch.

MISSING MAN FOUND.

Later information is to the effect that a missing man was left over at Fort William and is safe and sound. There was some talk of holding an inquest on the bodies, but Coroner Apjohn when seen this evening stated he had not been requested to hold an inquest; by the crown attorney, but expected that this would be received this evening. The sentiment here, he says, is strong for an investigation, and if an inquest is demanded the bodies will have to be brought back from Winnipeg.

When Acting Crown Attorney Moran was seen he said he would not ask for an inquest unless some of the parties interested demanded it. A large gang of Italian laborers have been working on the accident under the direction of a foreman named Green. The track, which was torn up for quite a distance, has been cleared away and new rails and ties laid, allowing trains to pass over since this morning.

ABOUT THIRTY INJURED.

A gentleman who went up on the wrecking train from here states that the doctors attended about thirty men. Most of these, however, were merely bruised and shaken up.

After the accident happened the harvesters stripped the engine of its brass cups and other detachable parts for the purpose of retaining them as souvenirs of the disaster. One of the provincial constables forbade the removal of the bodies until the coroner could be communicated with, but he states that his orders were disregarded. Great interest in the casualty is manifested here and the Free Press was anxiously awaited this evening.

LEARNED LOCALLY.

From details of the accident gathered from incoming harvesters it appears that the engine went some 20 yards along the ties before leaving the embankment. The first car was turned bottom up, whilst the second car was turned on its side, and the third rested at an angle of 45 degrees from the perpendicular. These cars each left the track at about the same point and were ranged side by side, and formed a buttress which prevented the other cars from turning over as they in turn came to the dropping point.

It was learned that a car containing 37 men and a number of women and children which was provided by one of the C. P. R. officials at Montreal for the better accommodation of the female sex, was the first car from North Bay to Rat Portage on the wrecked train. At the latter point however, twenty miles from the scene of the accident, owing to the draw bar not being strong enough to pull the rear cars, having broken, it was placed on the rear, and this breaking of the draw bar was most providential in that it probably saved the lives of a number of women and children.

Some of the stories floating around the city yesterday respecting the wreck were surrounded with most gruesome details, the invention of highly imaginative minds. One rumor went so far as to state that two men had been found under the wreck, and the names were even given, but apparently the friends and relatives of Esterbrook, of Fredericton, and Kirk, (home unknown,) have no reason to experience any anxiety as inquiries at the C. P. R. general superintendent's office reveal that nobody has been found under the wreck up to date.

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An August opportunity of buying good clean solid goods at 1/4 to 1-3 less than real value, hurry up though the sale closes 1st September and that's less than two weeks off, after that you'll pay \$1.00 for what we ask 75c for now.

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SHIP BUILDING AT HALIFAX.

TORONTO, Aug. 17.—Mr. E. S. Swan, of Newcastle-on-Tyne, Eng, a representative of the Armstrong, Whitworth Co., is in town today on his way to Halifax to negotiate regarding the establishment of a shipbuilding plant there. This company is known the world over as the manufacturers of the Armstrong Gun, and its coming to Canada to establish a branch is a notable thing in Canadian manufacturing.

The English shipbuilding department is situated at Elswick. Mr. Swan also represents the firm of Swan & Hunter, who have built the Elder-Dempster Line vessels.

Mr. Swan is the nephew of Mr. Henry F. Swan, who is manager of the Armstrong Whitworth Co.

When seen by a representative of the Echo this morning, Mr. Swan was very cautious in expressing himself as to the business on which he came out. He was quite willing, however, to say that the

negotiations were on foot, and that the company he represents are seriously considering establishment of a branch of its shipbuilding plant in Canada. The bait which attracted these giant shipbuilders is the offer of the Nova Scotia Government of a bonus of \$100,000 to the company establishing a plant in Halifax. In return for this Mr. Swan says the company must erect and equip the plant and covenant to continue the manufacture of ships for a certain period. Beyond that their obligations cease; they are not required to guarantee any output.

If the deal goes through between the company and the Nova Scotia Government the company will spend from \$300,000 to \$500,000 in the erection and equipment of the plant.

Mr. Swan reached the city last night coming direct from Newcastle-on-Tyne. He will leave here on Monday for Halifax.

A MANTEL CLOCK imitation marble, enamelled, half hour cathedral gong strike, given as a premium to the consumers of "BOBS" chewing tobacco. In exchange for Snowshoe Tags, would be an ornament in a millionaire's house. Write for our illustrated catalogue which we send gratis, and save the tags, they are valuable.

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ATTRIBUTES ALL TO EMPEROR.

Count Von Walderssee, at the reception given him in Hanover, spoke as follows: "If I succeeded in some measure in China it must be attributed solely to the circumstance that I had Emperor William behind me and was able to act in accordance with his attentions. What has been done in China for Germany will, I hope, come to light soon."

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The Charlottetown DRIVING PARK RACES 1901.

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WEDNESDAY and THURSDAY, the 11th and 12th September, 1901.

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\$12.50 PREMIUMS \$12.50

First Day—Sept. 11th, 1901.

2.35 class trot \$150.00
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Free-for-all, trot and pace 300.00
2.30 class, trot and pace 150.00
Prizes divided 50 per cent to first, 25 per cent to second, 15 per cent to third and 10 per cent to fourth.

Entries close 4th September, 1901. No horse barred by record made after 1st July, 1901. Specially low rates by steamers and railways. Admission to grounds, 25c; children under 12 years old, 15c; admission to grand stand, 50c. For further particulars and race program write the Secretary. All communications to be addressed to the Secretary.
C. R. SMALLWOOD, Sec'y.
E. J. HAZARD, President.


BRITISH OFFICER PRAISES THE AMERICANS

The rapidity and ease with which the marines of the Atlantic Squadron are performing their work of landing heavy guns from the warships at Nanuetucket, Mass. has won extravagant praise from Captain Bailey, an attaché of the British embassy at Washington, who is observing the manoeuvres of the North Atlantic Squadron.

CRANBERRIES WILL BE EXPENSIVE.

The Cape Cod Cranberry Growers' Association, in session Monday, voted not to sell any cranberries for less than \$6 per barrel before September 20. The crop this year will be about fifteen per cent less than last season. The association members feel confident that they will be supported by all the growers in keeping berries out of the market until the prescribed time, or get the desired price for them.

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