

The Fenelon Falls Gazette.

VOL. XXI.

FENELON FALLS, ONTARIO, FRIDAY, OCTOBER 27TH, 1893.

No. 36.

A FRESH SUPPLY

—OF—
CONDITION POWDERS

JUST RECEIVED.

DRUGS, STATIONERY
AND SCHOOL BOOKS.
A FULL STOCK AT
W. R. MADILL'S.

Professional Cards.

LEGAL &c.

A. P. DEVLIN,

BARRISTER, Attorney-at-Law, Solicitor
in Chancery, Kent Street, Lindsay.

HOPKINS & CHISHOLM,
(SUCCESSORS TO MARTIN & HOPKINS)

BARRISTERS, SOLICITORS, &c. Money
to Loan at 6 per cent. Office, Wil-
liam street, next to the Bank of Montreal.
E. H. HOPKINS. D. H. CHISHOLM.

MOORE & JACKSON,

BARRISTERS, SOLICITORS, &c. Of-
fice, William street, Lindsay.
F. D. MOORE. A. JACKSON.

McINTYRE & STEWART,

BARRISTERS, Solicitors, Notaries, &c.
Offices over Ontario Bank, Kent street,
Lindsay. Money to loan at 6 per cent. on
easy terms.
D. J. McINTYRE. T. STEWART.

NOTICE.

All Notes made payable to JAMES BRAY
Agent, will have to be paid to Frank Kerr
post-master here, who holds said notes.

JAS. JOHNSTON & Co.
Fenelon Falls, June 30th, 1891.—19 t.f.

MEDICAL.

A. W. J. DEGRASSI M. D.,

CORONER, Physician, Surgeon, &c. &c.
Residence, Brick Cottage, Wellington
street, Lindsay.

DR. A. WILSON.

—M. D., M. C. P. & S., Ontario,—

PHYSICIAN, SURGEON & ACCOUCH-
eur. Office, Colborne Street, Fenelon
Falls.

DR. H. H. GRAHAM,

GRADUATE of the University of Trinity
College, Fellow of Trinity Medical
School, Member of the Royal College of
Surgeons of England, Member of the Col-
lege of Physicians & Surgeons of Ontario.
Office and residence on Francis-St. West
Fenelon Falls, opposite the Gazette office.

R. M. MASON,

VETERINARY SURGEON; Honor Grad-
uate Ontario Veterinary College, To-
ronto, 1884; R. M. O. V. M. A.
Residence—Corner Colborne and Louisa
streets, Fenelon Falls.

SURVEYORS.

JAMES DICKSON,

P. L. Surveyor, Commissioner in the Q. B.,
Conveyancer, &c. Residence, and ad-
dress, Fenelon Falls.

DENTAL.

W. H. Gross, Dentist.

The beautiful Crown and Bridge work
practised with success. Gas and all other
anesthetics for extracting teeth without
pain. A set of Artificial Teeth, better than
the average, for \$8 00. Rooms directly
opposite Wood's stove depot, Lindsay.

H. HART, L. D. S.

A SET OF GOOD TEETH FOR \$10. Gas
and local anesthetics for painless ex-
tracting. Satisfaction guaranteed in all
branches of dentistry.
Office over Fairweather & Co's store,
nearly opposite the post-office, Lindsay.

GREAT BARGAINS — AT THE — SYNDICATE STORE.

In the Men's and Youths' Department we are showing a
large variety of

**Overcoats,
Ulsters
AND Suits,**

at prices that will suit the hard times. Just call and see
them. The fit, style and quality will catch your eye at
once, and a sale is effected without the least exertion.

Now we pass on to the

DRESS GOODS AND MANTLE DEPARTMENT.

We have the inside track here sure. Just call and we
will show you the FINEST AND MOST FASHIONABLE GOODS
that ever struck the town, and you will find prices in line
with Lindsay or any other town in Ontario, "that's right."

Men's and Boys' Boots and Shoes, Rubbers and Overshoes.

This department is supplied from the very best manufac-
turers in Canada, and at Spot Cash. Call in and buy
yourself a pair of our WATERPROOF LONG BOOTS, and you
will be comfortable and happy for the Winter. We have
an endless variety of Ladies' and Misses' Button and Lace
Boots, Rubbers and Overshoes. We give this department
special attention. No trouble to show goods.

FLOUR AND FEED, GROCERIES, GLASSWARE AND CROCKERY.

You will find our stock in these lines in harmony with
the other departments, and at rock bottom prices. Just
try our 25c. Tea for example.

McDougall, Brandon & Co.

SIGN OF THE WHITE FRONT.

S. NEVISON,

— DEALER IN —

Paints, Glass, Oils and Putty, English, Cana-
dian and American

WALL PAPERS.

Latest Designs in Hall, Parlor, Dining-room,
Bedroom and Ceiling Papers,

At Prices to Suit Customers.

from 5c. per roll up to 50. per roll.

OIL-PAINTED SHADES,

Crockery, Glass-ware & Fancy Goods.

Pictures Framed to Order a Specialty.

Paper Hanging and Kalsomining

done in the village or country.

Fenelon Falls, March 20th, 1893.

To the Public.

THE ROYAL CANADIAN INSURANCE
Co. has amalgamated with the Alliance
of England, giving insurers the security of
\$25,000,000 and the same good policy.

JOHN AUSTIN, Agent.

Also agent for the Queen of Eng-
land and Caledonian of Edinburgh. Cap-
ital combined, \$45,000,000.
Fenelon Falls, July 25th, 1892.

MONEY TO LOAN.

I have recently had a considerable,
though limited, sum of money placed with
me for loaning on farms at

Five and a-half per cent.

Parties wishing to borrow on these terms
should not delay to make application.
Large amounts of funds, at slightly higher
rates, according to security. In most cases
solicitor work is done at my office, insuring
speed and moderate expenses.

Allan S. Macdonell,

Barrister &c., Lindsay.

J. Neelands Dentist.

Beautiful sets of Artificial Teeth inserted
for \$10, \$12 and \$14, according to quality
of teeth and kind of plate. Imitation gold
filling inserted in artificial teeth free of
charge. Gas (vitalized air) and local anes-
thetics used with great success for painless
extraction. Visits the McArthur House,
Fenelon Falls, the third Tuesday of every
month. Call in the forenoon, if possible.
Office in Lindsay nearly opposite the Simp-
son House.

AWFUL RAILWAY ACCIDENT.

Twenty-Five Killed and Fifty Injured.

BATTLE CREEK, Mich., Oct. 20th.—
The worst accident of the year occurred
about four o'clock this morning in the
yards of the Chicago and Grand Trunk
railway, close to the roundhouse, in this
city, in which at least 25 persons lost
their lives, and double as many more
were badly injured.

A Raymond and Whiteomb special
train of passengers from New York and
Boston was returning from Chicago.
The train was in charge of Conductor
Scott, of this city, and Engineer Wooley,
and took orders at the station to meet
at Nichols No. 9, the Pacific express
going west, due at this station at 1.30
this morning, but which was three hours
late. The conductor, or engineer, or
both, of the Raymond special disobeyed
orders and passed Nichols station and
collided with the Pacific express coming
west at the rate of about thirty miles
an hour. The two engines were driven
into each other and are total wrecks.
The one on the express was No. 153, a
new Cook engine, in use only two weeks.
The engineers and firemen saw that the
collision was inevitable, shut off steam,
reversed engines, put on brakes and all
jumped and escaped without serious
injury. The conductor of the Pacific
express was named Burke and was
badly hurt.

When the collision took place the
second and third day coaches on No. 9,
the train going west, completely tel-
esoped. It was in these cars that the
horrible sacrifice of life took place. The
second coach cut through the third
coach like a knife, and the roof passed
over the heads of those sleeping, and
the ill-fated passengers were completely
entombed in a fiery furnace. The en-
gine and baggage car of the special
were badly wrecked, but the coaches
being sleepers, and the train moving
slowly, escaped injury. The passengers
in the four coaches were more or less
injured, and in one of them, No. 13,
called the unlucky coach, it having
been in several accidents before, there
were 25 bodies taken out this morning
by the firemen. They were pinned
under seats and jammed up against the
end of the coach by the next coach,
which had telescoped it, and then
burned like rats in a trap. The acci-
dent was a mile from the fire station,
and before the water could be turned
on the cars they were all burned. No
one on the Raymond special was hurt.

The Pacific express was made up of
thirteen old coaches, and four of them
were completely burned, catching fire
from the lamps in the cars. The bodies
were burned so badly as to be unrecog-
nizable. Nearly all had their heads,
arms or legs burned off and cannot be
identified as yet. As the second car
was driven back through the third it
swept the people in a mass to the north
end of the latter car, in the vicinity
of the stove, where most of the bodies
were afterwards found. The cars im-
mediately took fire, and in an instant
they were all ablaze. The night yard-
men and the people living in the vicini-

ty were on the scene as soon as possible.

One passenger escaped through the
doorway. Others who escaped smashed
out the windows and climbed through.
Only three escaped from the left side,
and not more than six from the other
side. All the rest of the occupants of
the second coach perished. The most
horrible sight was that presented by
Mrs. Charles Van Dusen, of Fort Plain,
N. Y. She succeeded in getting half
way out of the window, but her legs
were fastened, and those who ran to her
assistance could not release her. She
was burned to death before her eyes,
with one half of her body still hanging
out of the window. Before her suffer-
ings were ended by death she gave her
name and said she died a Christian.

A later account says the total num-
ber of deaths is twenty-seven.

The Great Storm of October 2nd.

On October 2nd a great storm burst
upon the northern coast of the Gulf of
Mexico, coming without warning of any
kind, although even if such warning
had been given the loss of life and
property would still have been very
great. As it was, with the wind blow-
ing upward of a hundred miles per hour
and waves and backed-up water running
fifteen feet above the normal level, some
2,000 lives were lost, with millions of
dollars worth of property. The storm
came up from the Gulf, and the Signal
Service officer at New Orleans had ab-
solutely no warning of its approach.
The telegraph line from Port Eads,
whence the announcement of the storm
should have come, broke down early on
Sunday night as the storm came up.

The principal damage was done to
the region about the mouth of the Mis-
sissippi, which includes islands and
marshes all of very low level. One of
the affected and typical regions, the St.
Bernard or Lake Borgne Marsh, is a
dead level ocean marsh, with more water
than land, covering 1,200 square miles.
It was inhabited by 200 fishermen, who
lived in cabins built on piling. Chan-
deleur Island is another place where
there was great loss of life, and is also
typical of much of the adjoining region.
This land rose but three or four feet
above the level of the sea, so that in the
storm it was completely submerged.
Such places as this represent the entire
region, which is a network of islands,
bayous, lakes and swamps, whose high-
est point is only about seven feet above
the normal sea level. The devastated
area extends along the Mississippi from
a point forty-six miles from its mouth,
and runs east and west over an extent
of more than 100 miles. In most places
the residents were white, of the most
diversified classes, Italians, Spaniards,
Creoles, and others. Besides these
there were a Chinese and a Malay colony.
The inhabitants were devoted entirely
to the maritime industries, such as fish-
ing and oystering. The Chinese were
engaged in shipping shrimps to China.

The wind, blowing from the Gulf,
forced the water back into the bayous
and lakes, where it gradually rose and
began to pour back into the Gulf and
Mississippi over the intervening terri-
tory. Rain had fallen all Sunday, with
a strong wind, and shortly after mid-
night the storm broke in its fury, the
water rapidly rose, nine feet of water
poured over the levees, the low regions
were swept by the sea and submerged
many feet; houses were carried away
by the whole-ale and lives and property
were destroyed on all sides. The inhab-
itants were drowned or killed by the
falling houses, so that only the more
robust had a chance to escape. Some of
them, it was estimated, floated from
twenty to forty hours on rafts and logs.
The entire region is literally almost
depopulated. Several instances are
already on record of islands near the
mouth of the Mississippi being carried
away in storms, but the present disaster
outstrips in its extent anything on
record. The loss to shipping is very
great. Many smaller boats being lost
entirely and others badly damaged. It
is calculated that one-half of the popu-
lation engaged in the Gulf fisheries is
lost and that nine-tenths of the vessels
are destroyed. Half of the orange crop
is gone and many of the trees in the
orchards are blown down. Many of the
bodies were washed out to sea, and the
immediate burial of the remains of those
left on the devastated coast became one
of the sad necessities of the case.

In Mobile and its vicinity much dam-
age was also done; but the appalling
catastrophe at the mouth of the Missis-
sippi outstrips and overshadows it com-
pletely.—Scientific American.