APPALLING DISASTER.

MANY PASSENGERS KILLED,

And Hundreds of Others Badly Wounded.

HEROISM OF A YOUNG LADY.

Fearful Sufferings of the Imprisoned Victims.

A despatch from Wilkesbarre says: The fifth division of the Father Matthew excursion train on the Lehigh Valley Railroad, returning from Hazleton, was wrecked above Pennsylvania Haven last (Wednesday) night, and the cars piled in one shapeless mass. All the cars were crowded, and the fatalities will run into a woeful figure. All the physicians from Whitehaven and near by points are at the wreck, as are also all the Lehigh Valley officials from Wilkesbarre. The number killed is variously reported from 25 to 80 persons. The only information is from passengers on the Central Railroad trains, who report a horrible condition of affairs, the groans of the wounded being heard across the river where the tracks of the Central run. At the Wilkesbarre depot hundreds of people are gathered on the platform, many weeping for the safety of their friends, supposed to be on the wrecked train. Nothing further than this is known there.

Later—It was section No. 5 of the excursion which ran into section No. 4. The latter had lain at Whitehaven so as to be 10 minutes behind the preceding section. A flagman was put out for protection, but the engineer of section 5 did not see his signals it seems. The bodies of four children were taken from under the engine immediately after the wreck, and the other occupants of the cars had to be cut out through the windows and doors of the cars. The exact number of wounded cannot now be ascertained, but it may reach 150.

A. W. Wells, a prominent attorney and member of the Legislature, was fatally injured, while others barely escaped instant death. Among those seriously wounded are J. W. Stewart, secretary and treasurer of the Comstock Castle Stove works. Some say fully 500 people were hurt and this is probably true, but 150 will doubtless include all who were injured at all seriously.

The cars were smashed and broken and hurled off the track. The road lies close beside the Lehigh River, a steep embankment 60 feet high running down to the water. Several of the cars rolled down this, and others were crushed against the cutting on the other side.

The engineer jumped off just before they struck. The fireman was seriously injured. About sixty people are killed and as many wounded. Twenty-five bodies have been taken from the wreck. News is hard to get; there is no telegraph office at Mud Run.

The third section of the excursion train had stood on the track a few hundred yards from Mud Run waiting for sections ahead to get out of the way. A flagman, some say, had been sent back with a lantern to guard the train from the rear. Suddenly the passengers on the rear platform saw a train approach at a high rate of speed. Several of these passengers who saw the danger jumped and escaped. In an instant the flash of a headlight illuminated the interior of the ill-fated rear car. There was a frightful crash, and the engine plunged her full length into the crowded mass of humanity. The shock drove the rear car through the next one for two-thirds of its length, and the second car was forced into the third. Not a single person escaped from the rear car. The second was crowded with maimed and bleeding bodies, and the third car had but few passengers who escaped. The uninjured said that the shattered engine was pouring forth streams of scalding steam and water which hid from their eyes the fullest measure of the horrible scene, while its hissing sound deadened the shrieks and groans of those imprisoned in the wreck. Ghastly white faces peered into the windows to be greeted by faces far more ghastly. Some of the dead sat pinioned in their seats erect as in life, staring open-eyed, as if aware of

THE HORRIBLE SURROUNDINGS.

As the steam and smoke cleared from the rear car its awful sights were revealed. The timbers were crushed and wrenched, while on all sides hung mangled bodies and limbs. The few bodies which were not mangled were burned and scalded by the steam, and little remained in the car which bore human semblance. The Scranton Pioneer Corps who were on the train plied with zeal the broad axes which were meant for holiday occasions. They were, however, but little adapted to the work, and were soon rendered useless. In the meantime the windows of the car were smashed in, and brave men entered and released those least hurt or least entangled. In one case they found John Lynch, of Wilkesbarre,

HANGING FROM THE ROOF BY ONE LEG.

His cries brought friends, who, to relieve his suffering, stood upon the wreckage and held its weight upon their backs until he was released from his terrible position. A young lady was found caught by the lower limb. One of her limbs was quickly released, but the other could not be freed, and an unfortunate misdirected blow of an axe severed it from the body. She heroically bore her torture, and taking out her gold watch she handed it to an acquaintance as a gift to a friend at home. She was put on board one of the trains and given all possible care, but she could not survive her terrible injuries, and died in the arms of friends on board the car. To free the bodies in the rear car, the trainmen attached a locomotive to the wrecked engine and started to pull it from the wreck. The first movement of the shattered wreck brought from the wounded such awful cries of distress that the surrounding friends ordered the engineer to desist on pain of his life. They did not wish to see the mangled forms still further mutilated. The few houses about the spot were thrown open to the suffering and bonfires were lighted to aid the work of relief. It is not probable that the work will be completed before noon. The passengers gave many different accounts of

THE PROBABLE CAUSE OF THE ACCIDENT,

some attributing it to the negligence of the flagman in not going back with the red light. Others say the fourth section which ran into the third had no air brakes.

After the news was received at the hospital confirming the worst fears the scenes at the depot were heartrending, indeed. Dr. Trimmer, from the wreck, reports that many of the injured were badly burned by gas coming from the engine stack. The killed, as far as can be learned, number 49.

A special despatch from Easton, Pa., says: The story of the disaster on the Lehigh Valley Railroad last night at Mud Run, as told by an official of the railroad is as follows: Eighty-seven car loads of people attended the parade at Hazelton from Wilkesbarre, Scranton, Carbondale and other places. There were eight sections of the train, and these followed passenger train No. 12, with orders to run ten minutes apart. These orders were also delivered to the telegraph operators at all signal stations. The seventh section came to Mud Run ahead of time, and was stopped until ten minutes expired. The danger signal was displayed at the station, and the rear brakesmen were sent back as an additional protection. Section No. 7 lay a short distance beyond the station. No. 8 came thundering along and the brakesman gave the engineer the signal. He failed to heed it and dashed by. The train plunged on, disregarded the signal at the station, and the awful disaster followed. The last train was filled with people from Carbondale. Three cars were telescoped. Half an hour after the accident Superintendent Goodwin left Bethlehem for the scene of the accident with a carload of physicians. A gentleman who has arrived from the scene says: The section of the train wrecked was made up of Jersey Central passenger cars, which are only shells or apologies for cars. Two of these were completely demolished, and the other two are next to worthless. Fifty-six persons are dead, and some of the forty persons injured will die. Some of the dead and injured have been sent to their homes at Scranton and Pleasant Valley, and the rest when I left were lying in the cars. The section that collided with the section that was standing above the station was drawn by two engines. The first engine ploughed through the last car in the train and partly through the next one above. Many of the dead and injured that were in these cars were found beneath, on top or alongside of the engine, some of them mangled beyond recognition. When I left the wreck had been cleared and trains were again running on time. Henry Cook was the engineer of the first engine and James Sharkey of the second. Cook leaped from his engine, and when I left could not be found. His fireman was severely but not dangerously injured. I was told that Sharkey said that when he saw the signal to stop he shut off steam. When he saw the danger signal on the target at the depot he reversed his lever, but Cook's engine continued using steam and pulled him into the wreck. Sharkey escaped injury. The story that some of the cars were thrown over the embankment is not true. From my knowledge of the strength of the cars I should say that if they had been Lehigh Valley cars instead of Jersey Central the accident would not have been so disastrous, and I doubt if more than three or four persons would have been killed. The distance from the end of the seventh section of the train to the spot where the brakesman stood giving this morning and found to be 1,000 feet the signal to the eighth section was measured. As the train was ascending a grade it could have been stopped in less than that distance. According to the investigation thus far made the company's rules and orders were complied with by the telegraph operator and the crew of the third section.

Two of the injured at the hospital here died this morning, and six or eight more will die. There are still a number of dead unidentified.

Mr. Jas. McGinly, Recorder of Deeds at Luzerne County, was on the section that ran into the preceding train. He said: I was in the second car from the engine and saw the train ahead of us. We were running at the rate of about fifteen miles an hour, I should judge. I realized that there would be a smash-up, but I could not help myself. It was impossible to get out of the car, and I did not think it would be serious any way. The crash was a terrible one, though none of us in the car in which I was seated were injured, nor were any of us thrown over the seats, but the scene that followed makes me shiver. I have heard and read thrilling accounts of railroad disasters, but never pictured in my mind anything like this. The horror of that moment cannot be expressed in words. We ran to the cars in which lay the injured people. One would say: "Oh! lift that iron and take me out. For God's sake help me." Another would exclaim: "My leg is fast, cut off my leg. Get an axe and cut it off." Others begged for help in various ways, and with the most piteous appeals. Every few minutes one of the poor victims would die. Some were being scalded by escaping steam, some were crushed to death, and some dying slowly of their awful injuries. To look on and be powerless to render aid was enough to drive a man mad. I hope I may never witness such a scene again.

At 6.30 last evening the funeral train arrived in Wilkesbarre, bearing fifty-seven dead bodies. They had been partially prepared for burial, and lay upon boards placed upon the backs of the seats in three passenger coaches. It was an awful sight indeed to look through the long coaches at the bodies, each covered with a white cloth. Here the form of a boy of 12 years and beside it that of a stalwart man. As the train drew up to the station it took a dozen policemen to keep back the frantic crowd of friends and relatives who had come from Scranton and Pleasant Valley to meet their dead. A special coach had been provided for these friends, but they insisted upon entering the car containing the dead and were only stopped by force and the efforts of five priests, who were on the train. One body was removed from the cars at Wilkesbarre. The train then continued on its way up the Delaware & Hudson road to Miner's Mills and Scranton. The people in the special coach again began to clamor for permission to enter the funeral car, but were again refused, it being alleged that no one had the keys. Several who were in search of missing friends became desperate and soon broke down the car doors and began a frantic search for their loved ones. Clothes were torn from the mangled and scalded bodies revealing the gay uniforms of St. Aloysius men, cadets and other members of societies. Those who knew their relatives were on board also flocked into the cars and began rearranging the attire or coverings of the corpses. Many were distorted and in horrible attitudes, and friends endeavored to lessen their frightful appearance. At Miner's Mills the train stopped to leave the body of James Flynn. No lights could be obtained and much of the work was done in partial darkness. It was as the train drew up at Pleasant Valley that the most heartrending scenes were enacted. Ropes had been stretched about the station and guards kept the immense throng back. The shrieks and screams of stricken friends and relatives were pitiful in the extreme. The first body carried out was that of Oscar Gibbons, 13 years of age, borne in the arms of his stalwart brother; then one after another forty-six white-sheeted bodies were carried out and given into the charge of friends. The shrieks and cries of the women and the hoarse shouts and imprecations of the men made a terrible scene. When all were out the train again pulled out to bear the remaining dead to Scranton, Minooka and points beyond.

Engineer Foote now says that he did not see any danger signal. As soon as he saw the train ahead he put on the air brakes, but the second engineer pushing him did not obey signals and kept up a full head of steam. This story is not believed, and the general impression is that Foote was asleep.

A PAIR OF THEM.

The Ontario Investment Association and the Superior Loan Company's Method of Doing Business.

A last (Friday) night's London despatch says: The evidence in the Ontario Investment case, now being heard in Chancery before Justice Ferguson, was concluded to-day. Mr. Osler's cross-examination of Mr. E. Nelles, the plaintiff, in regard to the status of the Superior Loan & Saving's Society, which had amalgamated with the Ontario Investment, showed that the former had done business very much on the same plan as had the latter. The Superior's total amount of stock aggregated $765,000, of which $402,850 was owned by the solicitor, W. W. Fitzgerald, subscribed for at 10 and 15 per cent. premium. What was required of the premium was paid either in cash or by loans from the company. Two thousand six hundred dollars had been advanced S. F. Peters on stock on which nothing had been paid, the society advancing a loan to pay the premium on the stock. Witness detailed several similar transactions.

Commenting upon these admissions, His Lordship said: "I may be very much in the dark, but I never heard of anything of this kind going on before—advancing loans on stock upon which nothing has been paid and providing the subscriber with the premium."

Mr. Osler.—Ours is perhaps a big child, but I think they are pretty much twin in that respect.

Mr. Cassels—Yes, Siamese twins.

Mr. A. A. Booker was called for the defence and identified a list of the shareholders of the Superior at the time of the amalgamation. Several had since disposed of their stock. Dividends had been paid to the owners of permanent stock up to 1887 by the Ontario Investment. Several of the shareholders had since become irresponsible.

Mr. Osler put in the copy of the original writ and an order made by Judge Davis on June 14th, 1888, to make the Superior Company party to the suit as one of the defendants. It was then that the plaintiff began the attack on the act of amalgamation.

This closed the defence and Mr. Blake addressed the court on behalf of the plaintiff, questioning the power of the Ontario Investment Association to perform the act of amalgamation and contending that his client's consent to becoming a shareholder had been induced by fraud and misrepresentation. Mr. Blake spoke for over three hours.

The Prairie Province.

The convict who recently escaped from Manitoba penitentiary is the man Groesbach, who recently held up and robbed the Qu'Appelle mail. He had been employed to assist the chaplain at the penitentiary, and taking advantage of the opportunity which presented itself, helped himself to the parson's clothes and horse and rig and made for the boundary.

The town of Wapella had a narrow escape from destruction from a prairie fire.

Curry, one of Capt. Gauthier's fishing crew, claims he was robbed of $1,000 in a hotel at Selkirk on Tuesday night. The police are investigating.

Two lads named Coats and Lecapelaine, who left a few days ago with a rig belonging to a liveryman here, have been arrested as they were about entering the States.

The grading of the Portage extension will be completed on Tuesday next.

It is announced that the Regina & Long Lake Railroad will come into the possession of the Canadian Pacific Railway and be extended to Saskatchewan next year.

The public were greatly shocked to-day by the announcement that Alexander Taylor, proprietor of the well-known book and stationery store, had been shot through the body and conveyed to the hospital. The shooting occurred at Taylor's own residence, on McDermott street. How it occurred is not known, as Taylor refuses to give any particulars. He had been drinking to a considerable extent of late.

No Hard Times.

"Talk about the sad condition of the poor," said a monopolist, "I've been investigating of late on my own account and I find that the poor can purchase more for their money now than they could fifteen or twenty years ago. Why, a locomotive can be purchased for $10,000 now that would have cost $30,000 twenty years ago."—*Cartoon.*

—The ingenuity of manufacturers has gone so far that not only is almost everything now made out of paper, but paper is now made out of almost everything.

ONE WAY OF DOING BUSINESS.

Affairs of the Ontario Investment Association—Losses of a Million and a Quarter—Fictitious Loan and Stock Transactions.

A last (Thursday) night's London, Ont., despatch says: The suit against the Ontario Investment Association occupied the attention of the Chancery Court to-day. Mr. Booker estimated the association's losses at about $1,250,000, which would have to be written off. At the time of the suspension the paid-up capital was $720,000. The currency debentures had been paid off in full and the sterling debentures were paid as they matured. He thought all claims would be met when the shareholders who were good paid up and that paid-up shareholders would get a dividend of 30 per cent. Mr. Booker described the transaction in connection with the Royal Exchange property, Chatham, which was bought by Mr. Charles Murray, then President, for $24,000, upon which the association loaned to him that amount without any security whatever at the time. It was not till a couple of years after that Murray, in consideration of the nominal sum of $1, executed a deed to Taylor and his successors in office.

John Hunter, post office clerk, and uncle of Henry Taylor's wife, gave evidence as to the $174,000 in loans which appeared against him on the books. He was surprised to hear of the amounts with which he had been credited with borrowing. He had had implicit confidence in the directorate of the association and was aware they were making use of his name, but not to the extent that had since been charged. The directors wanted to transfer the stock to him and realize on it in his name. Cronyn, Murray and Henry Taylor made the arrangement with him. He was not to receive a cent in return for his name, not even commission. When his signature was required to any of the transactions he had attached it without even reading what he was signing. The directors' motive in handing the stock to the witness was to improve the apparent status of the association as they considered "it would not look nice" owning so much stock.

Henry Taylor, in the course of his evidence, said a very large amount of the $815,000 purporting to be loaned on building society stock was really loaned upon the association's stock. He could not say why. From $200,000 to $300,000 was placed on the balance sheet as loaned on building society stock instead of as their own stock. It never occurred to witness that he had no right to loan upon their own stock. In regard to the John Hunter transactions, he said: "For the purpose of the business of the company we preferred to have them appear in the shape of a loan, as the company did not wish to appear as borrowing upon their own stock."

Mr. Blake—Did John Hunter purchase the stocks he was represented to own?

Witness—No.

Mr. Blake—Was he to pay any money for it?

Witness—No.

Mr. Blake—Was the entry a sham?

Witness—It was incorrect.

Mr. Blake—Answer my question. Was it a sham and a false statement?

Witness—Well, yes. Mr. Taylor further said the mortgages on Manitoba property were made to him as an individual. He knew the company had not the power to loan money on Manitoba property. They were applying for the power. Mr. Taylor admitted that in the lists of shareholders sent to the old country certain names were down for blocks of shares which were really owned by individuals. The parties referred to owned some shares.

Mr. Blake—And you did not object. You knew it was a falsehood, and yet you did not object.

Mr. Taylor said he probably knew of it.

THE DEAD ALIVE.

A Lawyer Supposed to Have Been Killed is Alive and Well—Awkward Position of His Wife.

An Atchison, Kas., despatch says: Some excitement has been created in Atchison by the discovery that George W. Ocker, eight years ago an attorney at the Atchison bar, and who has been thought to be dead since that time, is alive and well in Colorado, enjoying a lucrative law practice under his right name. In the fall of 1880 Ocker disappeared, and his young wife was on the verge of insanity. Being penniless she could not institute a vigorous search for him. In January, 1881, the mangled remains of a man were found near the village of Monrovia, on the central branch of the Union Pacific railroad, and identified as those of Ocker. In time the supposed widow was wooed and won by a well-to-do-farmer of Nomaha county, whom she married, and has borne several children. Now comes the blight. She was a wife when her second husband married her.

Don't Bandage Your Eyes.

The custom, prevalent among physician as well as the laity, of tightly bandaging or tying up the eye as soon as it becomes inflamed or sore is a bad one. The effect upon the eye is bad. It precludes the free access and beneficial effects of the cool air, and at the same time prevents or greatly retards the free egress of the hot tears and morbid secretions of the inflamed conjunctiva or cornea, or both. In those cases, too, where a foreign substance has got into the eye, the bandage (which is usually clapped on the first thing) presses the lids more closely against the ball and thus increases the pain and discomfort by augmenting the laceration, caused by the foreign body. This cannot fail to be harmful. In those cases where the light is painful it is my habit to adjust over the organ a neatly fitting shade, which, while it excludes the light, allows the free access of air.—*Health.*

A Hint to Farmers.

There is nothing more capable of drawing a mortgage off a farm than a team or two of good brood mares that are able to do as much one week with another as geldings and raise valuable colts each year besides. They will pay the rent or the taxes or the mortgage every time if you only handle them right.

Mr. Conway, of the Lachine Canal, has inspected the break in the Cornwall Canal, which he reports to be a very bad one, but he thinks it can be repaired in ten days.

JAMES FARLEY SENTENCED

To Be Hanged on the 8th November, But Strongly Recommended to Mercy.

A Peterboro' despatch says: Excitement was intense all day yesterday over the murder trial at the Assizes. It will be remembered that on Sunday, June 24th, James Farley, an employee of Howe's Circus Company, which was giving exhibitions here, shot an Indian named Simon Elijah, also one of the troupe. The shooting was the outcome of a drunken debauch and quarrel, which had extended all through the day, culminating about 4 o'clock in the afternoon in Farley deliberately shooting down his victim on the Market square. It is needless to detail the particulars of the crime. Both men had been drinking, and an old feud between them broke out afresh. They met on the Market square, some words, bantering on the part of the Indian and threatening on Farley's part, passed between them, and in the presence of several bystanders Farley drew a revolver and shot Simon Elijah. The Indian died a couple of days afterwards, and Farley was held for murder. Yesterday the case was tried, and the public interest was manifested by the eager crowds who attended the court-room. Mr. W. R. Riddell, of Cobourg, conducted the prosecution, while Messrs. O'Meara and Burnham defended the prisoner. The prisoner is about 22 years of age and lived in Philadelphia. His father is here now, and attended the trial. After the evidence was taken and the counsel had made their addresses, His Lordship, Mr. Justice Street, delivered his charge, in which he did not attempt to paliate the crime, but rather charged against the prisoner, in whose conduct he could find no plea for clemency. The jury retired about 4.15, and in three-quarters of an hour returned with their verdict, which read, guilty, with a recommendation to mercy. His Lordship asked their reasons for the recommendation, and these being given—the inebriety of the parties and the fact that the Indian had threatened Farley—he proceeded to sentence the prisoner. Farley, when asked if he had anything to say, replied in an unsteady voice, asking leniency because of his poor father and mother. His Lordship said his duty was plainly before him, and he could do nothing else than pass the sentence of death upon the prisoner. He added, however, that he would forward the recommendation of mercy of the jury to the proper authorities for their consideration, but he could hold out no hope for the prisoner that it would be of any benefit to him. His sentence was that the prisoner be taken to the jail and there held until the 8th of November next, when he be hanged by the neck until dead, concluding with "and may God have mercy on your soul," to which Farley added a scarcely audible "Amen." The prisoner received the sentence with the same hopeless bearing he had maintained from the beginning. He watched the proceedings with interest, but his pale face wore a despondent look that only deepened somewhat when his doom was pronounced.

Latest Scottish News.

The widow of Alexander Morrison, shipowner, Stornoway, has left £1,000 for behoof of the poor of that town.

Decree of *cessio* has been granted against D. Macmurchy, ex-police sergeant, Oban. Donald says he has no assets, "unless it be his wife."

Rev. David Williamson, late parish minister of Assynt, Sutherlandshire, died at Tain on the 24th ult., at the advanced age of 89 years.

The recumbent marble figure of Montrose about to be placed in St. Giles' Church, Edinburgh, has been completed by Mr. Rhind, the sculptor.

Dr. Daniel Thwaites, of Barwhillanty, Castle Douglas, died there on the 21st ult. He was a brewer at Blackburn, where he amassed a fortune of two millions sterling.

Lady Dudley has insured her life for £100,000 for the benefit of her younger children. This forms a strong protest as well as a provision against the law of primogeniture.

The ministers of Arbirlot, Carmyllie, Monikie and Lochee have entered on the enjoyment of the bequest made by the late Fox Maule, Earl of Dalhousie, whereby an endowment of £200 a year is added to the emoluments of each.

On the 25th ult. a shooting affair of a rather mysterious character occurred at Prestwick. A young man named David Boyd, draper, Ayr, accidentally shot his sweetheart, Mary McAlpine, when out for a walk. He has been arrested.

When Sir John Sinclair was about to enter Parliament he was advised by a canny auld Scotch laird—a near neighbor of his—as to his line of conduct when he entered upon his duties, thus—"Be aye complainin', and be aye takin' and be aye sayin' ye hinna got enough."

The Lord Provost of Perth was on the 24th ult., in accordance with time honored custom, made the recipient from the municipality of a silver cradle, the official form of congratulation on an important domestic event occurring during His Lordship's tenure of office.

On the 25th ult. Professor Baldwin, the aeronaut, made a descent of 4,300 feet at Hamilton race course, Lanarkshire, Scotland, by means of a parachute. The folds of the parachute were not fully pressed open by the air, and but for a steering gear recently added to the machine he would have been killed.

In the death of Lord Craighill at Edinburgh on the 23rd ult., aged 71 years, the Bench of Scotland has lost one of its most upright, conscientious and painstaking judges. Next to that of the late Lord Deas there has no name been better known and, by a certain class, greater feared, than that of Lord Craighill for many years. His name was John Miller; was the son of a Glasgow merchant; was educated in the western metropolis, and was admitted to the Bar in 1842. In 1874 he was raised to the Bench, assuming the title of Lord Craighill, and on the death of his father-in-law, Lord Neaves, in 1876, he was made a Lord of Justiciary, in which office he was best known throughout Scotland.

—Bumptious Youth—I tell you what, grandmother, I'll never marry a girl who is not my inferior. Grandmother (severely)—Addison, do you want to marry an idiot?