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More SWEEPING reductions made this month, every line marked away down in prices to suit the present STRINGENT emergency!

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FLESHERTON.

SEWING MACHINE NEEDLES ON HAND

WANTED

Soft Elm and Basswood lumber.

DEATH ON THE TRACK.

10 Killed and 30 Wounded in a G.T.R. Railway Disaster.

ST. GEORGE Feb. 27.—The St. Louis express train running east on the main line of the Great Western Division of the Grand Trunk railway, met with a terrible accident at this point as she was passing through at lightning speed. The large iron bridge about three quarters of a mile south collapsed, carrying with it the latter part of the train, consisting of the dining car, a Pullman and a first-class coach. The rest of the train crossed in safety. Of those three cars two fell to the ground, namely, the dining car and the coach while the Pullman hangs suspended from the bridge, which broke about the fourth strand from the end. The bridge is an iron trestle with stone buttments, about 300 feet long. The occupants of the two cars, which were pretty well crowded, were hurled below to a depth of over 60 feet and most of them who were not killed outright were mangled in a shocking manner.

THE KILLED.

W. M. Wump, London; E. R Bairns, London; Geo. Leggatt, Mitchell; A. W. Francis, Woodstock; Dr. Swan, Woodstock; Miss Moore, Brantford; Joseph Peers, Woodstock; Mr. McLean, Detroit; Harry Angle, Fireman; A Waiter, name unknown.

THE INJURED.

Miss McLeod, Ingersoll; Mary Chafie, Pontiac, Mich; James Hyslop, Goderich; John McKinley, Detroit; Fred Hancock, London, Thos. N. Doutney, lecturer; John H Wilson, Chatham; George Margetts, Niagara Falls; R. Hilton, St. Catharines; Mr. McLaughlin, London; Wm. Benedict, Samiac, Mich; D. H Lequesne, Cleveland; W. Vincent, Paris; H. Johnson, Windsor; D.D. Cooper, Niagara Falls; Miss Andrews, Lambeth; Mrs. Lendall, Detroit; Mr. and Mrs. Marshall, Dorchester; Mrs. Evans, Hamilton; Mr. Martin, Woodstock; Mr. Knight, Woodstock; Mr. Karn, Woodstock; Mrs. Higgins, Toronto and Mrs. C. Pye, Clarksburg.

A GRAPHIC DESCRIPTION OF THE ACCIDENT.

Coming down from the uplands to the viaduct there is the down grade before mentioned. This decline is about three miles long before striking the bridge, and down it great speed is always attained, as is the case under similar circumstances on every road. When the express came along at six o'clock yesterday evening it must have been going at the rate of not less than 50 miles an hour, and very likely, nearly 60. A gentleman who lives in the neighborhood of the track told me to-day that had often timed the train at 60 miles an hour going down grade. The express does not stop at St. George station so there is no necessity for slacking up. A burst tire. Whirling along last night came the express. Just west of the station is a switch, just east of i another switch. When between these two Engineer Blackwell felt something give right under his feet. What that was nobody knows. About the same moment a piece of the tire of the right or south side driving wheel of the engine flew out. Past the station crashed the train with a roar and a crash and the tremendous whirling suction of an express under a full head of steam. Nobody saw the piece of metal fly. The engineer stood with his hand on the throttle calm but vigilant. Fifty yards past the station, and within 150 yards of the bridge, there came a terrible bump and the giant locomotive reeled as though struck in a vital part. The steel tire had sprung from its base and the cast iron wheel was smashing into fragments, while the tire whirled around independently with each stroke of the pistons. Great fragments of the broken wheel were flying in all directions, the engine was laboring like a ship at sea under stress of weather, rolling and groaning, when there came a report like the bang of a cannon, that sounded loud above the roar of the train. When fifty yards from the bridge the circling tire had burst its bounds by snapping the driving rod, and thus freed went spinning down the embankment, crashed through the fence, and now lies two hundred yards out in the field. It was just about this time that the locomotive left the rails. The ends of the broken driving rod, whirling about with each revolution, were working destruction at every stroke. A moment later and the train [illegible] the bridge. Bumping along [illegible] sleepers, the strain thrown [illegible] remaining driving rod proved [illegible] and it also snapped. But [illegible] the other cars off the rail. There [illegible] engine rushed on, the [illegible] like giants flails beating [illegible] and hurling the [illegible] The baggage [illegible] close after [illegible] over the [illegible] effect. As [illegible] rails from [illegible] down in [illegible] The [illegible] following [illegible] before is [illegible] rolled up [illegible] The great oak beams [illegible] as though they were [illegible] straw and were piled up [illegible] monumental winrow. There was [illegible] to the propulsion this winrow [illegible] stand, and this was reached [illegible] middle of the bridge. [illegible] timber was stuck fast. [illegible] half of the train broke away [illegible] continued its course. The Pullman and dining cars plunged onward [illegible] the tremendous momentum [illegible] wild race down the grade [illegible] lifted the passenger car from its feet and hurled it clean over the bridge down to the depths below, where it fell crashing into the snow and earth, a complete wreck, entombing within it dead and dying and terribly injured. As the passenger coach was hurled aside the Pullman took its place, thrusting its nose into the mass of timber and wedging fast. But right here a new horrow eventuated. The giver of the preceding span, stripped on the middle beams, fell outwards and over the sides of the piers. Down through this gap fell the dining car, end foremost, the inmates crushed to the botton under the weight of the seats and range and kitchen paraphernalia. About one-fourth of the Pullman overhung this gap, and in part dragged down by the dining car and in part unable to sustain its own weight, broke clean off and followed the other coaches in their sixty-five plunge. The engine's mad race. Meantime on rushed the engine, tearing everything out of its way, dragging the baggage coach and smoker after it, clear across the bridge and two hundred yards beyond before it stopped—a tangled wreck of rods and pipes and running gear. The two cars were terribly jolted but not wrecked.

Honor Roll.

The following is the standing of S. S. No. 3 Artemesia for the months of January and February.

4th class—:Edwin Wright, Addie Breen, Harry Aikins, Wm Irwin, Minnie Graham, Wm. Owen, Geo. Irwin, J. White, J. Brown, Eva Irwin, Eliza Cullen, Maria Buskin, S. Carson, E. Wurt.

3rd—:T. Wilcox, Wm Stewart, R. Wilcox, Maggie Wilcox, J. Stewart, Alice Winters, E. large, N. Graham, Minnie Mitchell, Annie Allen, F. Mitchell, R. Allen, J. Orr, Wm. Orr, H. Quigg.

2nd—:Wm. Blackburn, R. McMullen, Sarah Tucker, G. White, Suie Stewart, Jane Carson, Guy Orr, J. Penelton, Maggie Duncan, Wm. Bentham.

1st part 2nd—:Chas. White, E. Best, Lizzie Tucker, Bert. Large, Katie Bentham, Freddie Wurt, A. Cullen, Lena Best, Minnie Sanders, G. Best, R. Bentham.

A. REID, teacher.

Kimberley Public School Report for February.

FORM I

Class IV Sr.—Ben Carruthers 309, Ella Carruthers 278, John Dynes 254.

Class IV Jr.—Herbert Fawcett 49, John Hammond 46, J. Carruthers 45.

Class III Sr.—W. Plewes 40, R. Butler 40, W. Lawrence 40.

Class III Jr.—W. Baker 64, R. Baker 53, Sam. Thompson 48.

Class II Sr.—Fred Baker 49, Robbie Lawrence 42, Wm. Thompson 40.

Average attendance 40.

FORM II.

Class II Jr.—H. McLean 199, M. Abercrombie 199, A. Wickens 184.

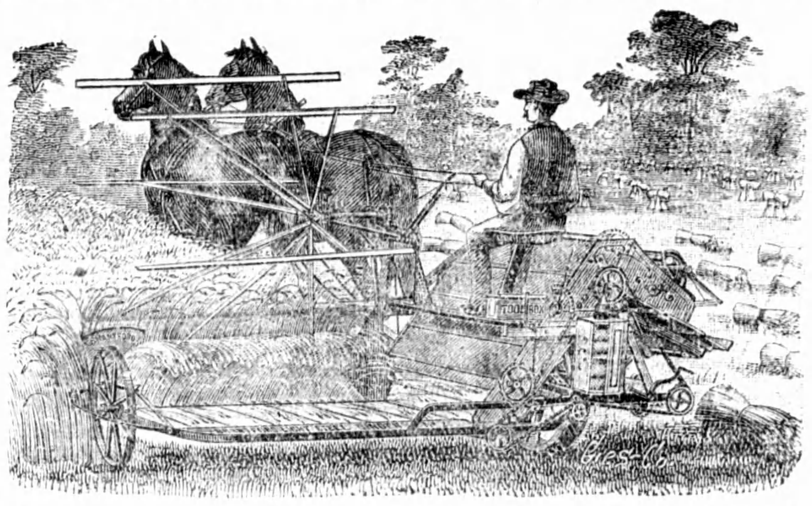
Part II Sr.—J. Thompson 140, W McLean 128, Leslie Plewes 122.

Part II Jr.—M. Battrick 116, M. Knott 90, J. Mundle 72.

Class A.—Robt. Fawcett, E. Abercrombie.

Class B.—Maud Baker, S. Fawcett.

FROZEN TO THE FENCE.—One of our townsmen reports being disturbed through the night by the unearthly screams of a cat. The morning dawned, he proceeded to investigate, and found that his catship had sat on the fence until his tail had been frozen to the boards, and for the time being he had become a fixture. Of course our townsman, being of a human disposition, liberated the unfortunate animal, but whether he cut the fence down and carried it in and placed it near the stove, or whither he built a fire on the fence around the cat to thaw him out, we have not learned.—[Dundalk Herald.



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THE BEAVER COMBINED SEEDER and DRILL, THE MASON IMPROVED SULKY RAKE, JOHNSTON'S IMPROVED ONE HORSE CULTIVATOR.

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FREE

A Seven Days' Trip.

DEAR EDITOR—Having just come home from a trip to Nottawasaga I thought a short description of it might be interesting to your readers.

I left here on the 15th of February and went by way of Singhampton to Creemore and vicinity, having had a pleasant journey down, the roads being good, so that nothing of moment occurred. I went among my many friends, and can speak well of the hospitality of the Nottawasaga farmers. After enjoying myself for a few days I thought it was time to hie me home, so I prepared myself the night before for a start but in the morning when I arose to make my departure, I found the snow piled mountains high and still piling, so that it was impossible to do anything but remain quiet until the storm subsided which took it some two or three days to expend its fury. I then thought I would make tracks for home, so I got my horse ready and started about 11 a.m. I took my way to Dunedin, a little village between two hills, with a dozen or two inhabitants, then turned up the 8th line of Nottawasaga and such a line, snow upon snow, mountains high, with no tracks, so we were forced to break our own roads with numerous upsets, which was not much relished by one of the fair daughters of one of the Nottawasaga farmers, who accompanied us to see some of the fair gents of Artemesia. Well at last we got up to Singhampton side road but found it no better and we had another time of breaking roads and upsets until we arrived at Singhampton where we got our dinners and then proceeded on our way, which was uneventful until we passed through Flesherton, and upon trying to reach home we found our way blocked, so we put our horse in comfortable quarters and after paying a friendly visit to friend McGill who was greatly taken up with our Nottawasaga friend, we proceeded down the track to our abode and were soon wrapped in peaceful slumbers and our trials were all over. J. E. S.

ADVICE TO MOTHER.—Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of Cutting Teeth! If so send at once and get a bottle "Mrs. Winslow's Soothing Syrup" for Children Teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers; there no mistake about it. It cures Dysentery and Diarrhœa, regulates the Stomach and Bowels, cures Wind Colic, softens the Gums reduces Inflamation, and gives tone and energy to the whole sistem. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best female physicians and nurses in the United States, and is for sale by all druggists throughoutt the world. Price twenty-five cents a bottle. Be sure and ask for "MRS. WINSLOW'S SYRUP," and take no other kind.

On Monday evening as Mr. George Morrison, of Egremont, near Barber's Corners, was at work in his barn, the lamp which he was carrying exploded, setting fire to the building which was destroyed, together with all the grain, hay, straw and implements therein. As soon as the explosion occurred Mr. Morrison cut loose all his live stock which were saved. The barn which was a very good one was, we understand insured for only $100.—[Mt. Forest Rep.

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Energetic pushing men of good character who want to do something for themselves can make from $10 to $25 per week selling my Nursery Stock. Write to me before you engage for the coming season's work. I have a splendid specialties and my system assures success. No previous experience required and work permanent. Apply for terms to Fred. L. Young, Nurseryman, Rochester, N. Y.

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Having received our Fall Stock of Dry Goods we are in a position to offer the best value in the trade. Our stock is very complete, and having been selected with great care we have confidence in a quick discern n(public that they can appreciate a well bought article.

BOOTS AND SHOES.

Our new stock has arrived and comprises something good and serviceable for Men and Boys, in fact

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for every member of the household. Our

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still continue unapproachable. Our motto being good Goods and Low Prices. Come and see us.

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