

Flesherton Advance.

"TRUTH BEFORE FAVOR." — "PRINCIPLES, NOT MEN."

VOL. XIII., NO. 639.

FLESHERTON, ONT., THURSDAY, OCTOBER 26 1893.

W. H. THURSTON, EDITOR & PROPRIETOR



**NEW
WATCHES
AND
CLOCKS.**

A big stock of CLOCKS in elegant designs. Something new and beautiful.

NEW SILVERWARE

—We have just placed in stock a splendid selection of silverware—NEVER LARGER, NEVER CHEAPER.—Just call in and examine, whether you are prepared to purchase or not. We are always happy to show goods and quote prices.

—WATCH REPAIRING, AS USUAL, A SPECIALTY.—

Armstrong Bros.



**LADIES
and Gentlemen!**

Get your supply of **BOOTS and SHOES** from the undersigned. New goods just imported from which to choose.

**A LARGE STOCK,
A GOOD STOCK,
A CHEAP STOCK.**

Be sure to call and examine. Custom work as usual done on short notice and in a neat manner.

JOS. SMITH, - - - Flesherton.

LOST OR FAILING MANHOOD.

General and Nervous Debility.



Weakness of Body and Mind, Effects of Errors or Excesses in Old or Young. Robust, Noble Manhood fully Restored. How to Enlarge and Strengthen Weak, Undeveloped Organs and Parts of Body. Absolutely unfailing Home Treatment—Benefits in a day. Men testify from 50 States and Foreign Countries. Write them. Descriptive Book, explanation and proofs mailed (sealed) free.

ERIE MEDICAL CO., Buffalo, N. Y.

THOROUGHLY BREED

**Durham Cattle
For Sale.**

(Registered)

Calves, Heifers, and yearling Bulls. Terms, twelve months.

H. P. PARKER,

Durham.

Oct 29

Lands for Sale

FARM properties in proved and unimproved; also village properties. Apply to **J. W. ARMSTRONG,** FLESHERTON P. O.



D. McTavish,

**HORSESHOER AND
GENERAL BLACKSMITH.**

Collingwood Street,

FLESHERTON, - ONT.

Manufacturing of Waggon, Sleighs, Buggets, Demolators, Etc. Horse shoeing promptly attended to. Special attention given to contract or tender feet.

Logging and Plow Chains constantly on hand.

NOTICE.

Notice is hereby given that the **KIMBERLEY Roller Flouring Mills** are now open for business, and in full operation. A First Class Miller has been employed, and I will guarantee satisfaction. Bring along your custom work. Chopping done at all times.

A. B. Bell, - Prop.

To Rent, Lease, or Sell,

The whole of my farm, being lot 34 and 35, on 10th Concession, Ardenburgh, about 100 acres cleared. For further particulars apply to **WM. CARR,** Eugenia P. O.

Twenty-Six Killed.

And Half a Hundred Maimed and Wounded.

AN AWFUL COLLISION BETWEEN TWO WORLD'S FAIR SPECIALS—THE DEAD ARE BURNED BEYOND RECOGNITION.

BATTLE CREEK, MICH., Oct. 20.

Twenty-six heaps of charred, blackened flesh, all that remains of what less than 24 hours ago were men, women and children in the enjoyment of life, health and happiness, rest upon the floor of an improvised morgue in the basement of a furniture store of this city. A mile away in the City Hospital are a score or more of human beings with gashed bodies and broken limbs. Add to this an engineer in goal and a conductor a fugitive from the law, and the story is told in brief of the latest railroad horrors, and one of the most appalling in character of this or recent years.

Direct disobedience of orders on the part of the Chicago & Grand Trunk engineer and conductor, both of whom had seen long service with the company and were regarded as model employees, was the cause of the tragedy. A Raymond and Whitcomb special train of eight palace cars, filled with eastern folk, who had been taking in the sights of the World's Fair, left the 60th street depot of the road at Chicago at 8.15 as the first section of the night express known as No. 6. The train was in charge of Conductor Burt N. Scott and Engineer Harry Woolley, both residents of this place. All went well until the Battle Creek depot was reached. This was at 3.35. From here to the railroad yards, a distance of a mile and a half, there is a double track. When the Whitcomb special came to a full stop in the depot, the night operator handed to Conductor Scott two copies of an order for the train to proceed to the double track east of Main street, about half a mile distant, and there await the passing of the west bound Pacific express, known as No. 9. This train which was nearly three hours late was composed of thirteen day coaches and two baggage cars. Most of the day coaches had seen many years' service and were in poor condition to withstand a collision. Every one of the fatal number was packed with eastern people, the majority of whom, taking advantage of the low rates, were on their way to take in the last week of the exposition. The Pacific express was in charge of Conductor John Bird and Engineer Gil Cranshaw, both of whom had received orders at Lansing to look out for the west-bound train on the double track, and were accordingly on the alert.

After receiving orders at the Battle Creek station Engineer Woolley proceeded up the double track, but instead of stopping, in accordance with his instructions, until the west-bound express had passed, he continued on, and entered again on the single track. He had hardly gone more than an eighth of a mile when the head-light of the Pacific express was seen coming around the slight curve behind the telegraph office of the railroad yards. It was speeding westward at a rate of forty miles an hour. There was no time to apply air-brakes or reverse levers. The engineers and firemen of both trains jumped for their lives, and a second later the giant locomotives came together with a crash that could be heard a half mile away. With fearful force the engine of the special plowed nearly half way into that of the express, driving it backwards into the baggage car, and the latter in turn into the day coaches behind. The shock was so terrific that the first four of these were completely telescoped, the first coach cutting through the second and the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping them in a mass to the north end of the car. To add to the horror the wreck took fire from the stoves or lamps, and as the flames mounted up, the

groans and shrieks of the maimed and injured were succeeded by heartrending, agonizing cries and appeals for help from those imprisoned by the heavy timbers or held down by seats and iron framework. The travellers on the special, nearly all of whom had been shaken out of their berths by the shocks, poured out of the cars, but before the fury of the flames they were almost powerless to render any assistance except to the injured in the fourth car.

At the moment of the crash Henry Canfield, one of the night clerks in the Grand Trunk office a short distance away, pulled the fire alarm box, and also telephoned to the engine house for aid. As ill fortune would have it, however, the key to the tower was mislaid, and several minutes were lost before the alarm bell was sounded to awaken the citizens. The Fire Department was prompt in responding, but the nearest hydrant was nearly 2,000 feet away, and when a line of hose was laid the pressure was not sufficient to throw a stream. Finally a stream was secured from another hydrant, the firemen meanwhile attacking the blazing wreck with axes, hatchets, etc., but by the time the supply of water was available the telescoped coaches had been reduced to fragments of charred timber, little more than the trucks remaining. The firemen then commenced the gruesome work of recovering what remained of the victims, the police taking charge of the valuables and keeping the crowd at a distance.

As the work went on portions of satchels and valises, several gold and silver watches, pocketbooks containing currency and a quantity of silver money were brought to light and turned over to the officers.

Not until their dying day will some of the citizens who were early on the ground forget the scenes that they were compelled to witness and helpless to relieve. No pen can describe the last moments of Mrs. Charles VanDusen. She had succeeded in getting half way out of the window, but her limbs were pinioned by a heavy framework of the seat she had been occupying with her husband, and this had taken fire. Thus held, roasting from the feet up, she pleaded and begged for the help that those outside were helpless to give. Despite her terrible agony she retained consciousness to the last, and as the flames crept up and surrounded her, she called out her name and address and that of her friends to be notified. "I am a teacher in the Methodist Sunday School at Sproutbrook, N. Y.," she cried; "say I died like a Christian." Then the car gave way and she fell back into the flames.

Conductor Scott surrendered to the police to-night. He made a brief statement to the effect that he gave the engineer a duplicate of the order he received; that he supposed he understood it; that he afterwards went into the baggage car and did not know that the engineer had gone over the siding and taken the single track until the collision occurred. There were several Canadians in the wreck.

Married.

MILLER—ARCHAMBAULT—At the residence of the bride's parents, Lindsay, by the Rev. T. M. Campbell, on Wednesday, 18th inst., Mr. W. Harrison Miller, of Owen Sound, to Miss Clara F. Archambault.

Speaking of advertising and advertisers the Barrie Advance says:—"Of all business men the printer is the easiest victim of the dead beat and the grinder. He does more for the success of all business enterprises in the community than any other agency, and gets less cash and more ingratitude for his services than anyone else. An inch of space in the newspaper is the same to its proprietor every issue of his paper as a yard or two of cloth to the dry goods man, or a dollars worth of sugar is to the grocer. Nobody thinks of going to the shop and asking for such articles to be given to them on the ground that they occasionally purchase an article or two at these shops. There are hundreds of people who try to get space in the newspaper to aid in some money getting scheme, regarding themselves entitled thereto because they or their fathers subscribe for the paper."

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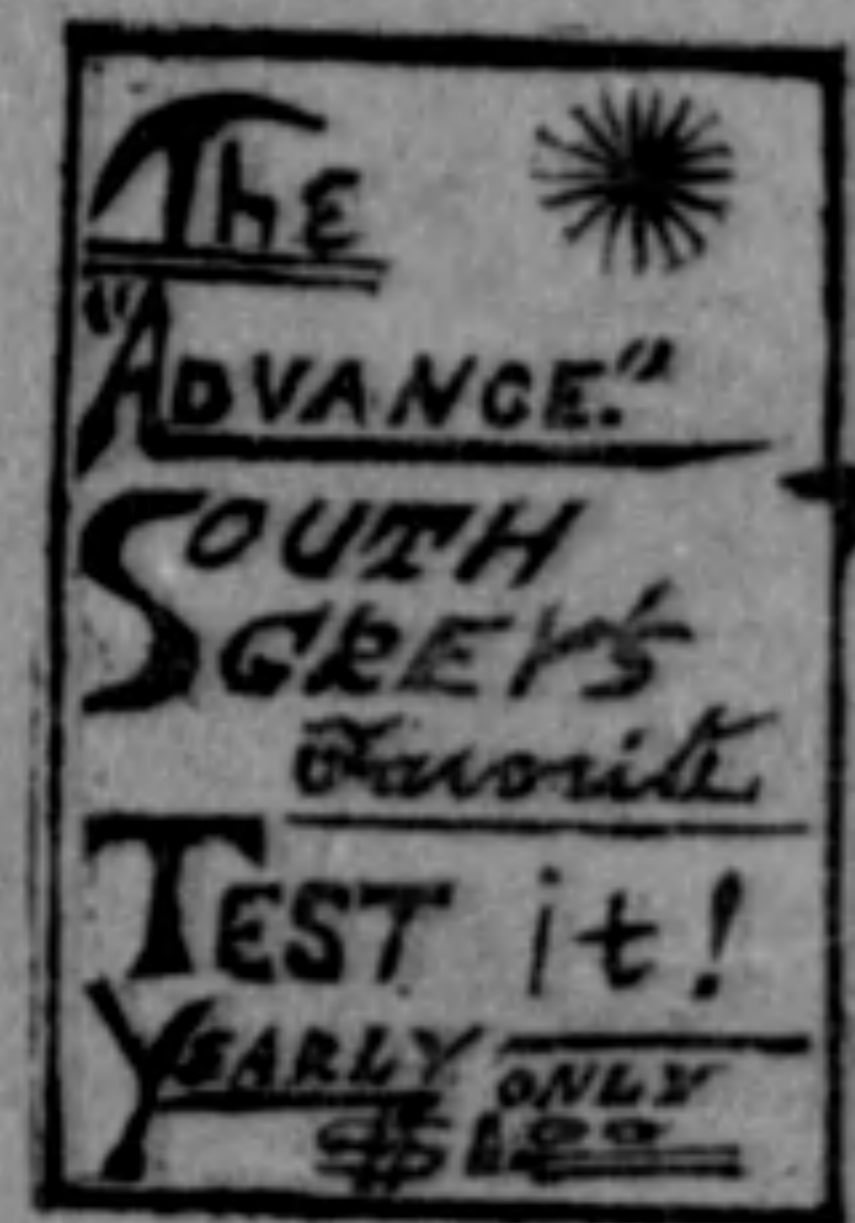
**Fall and
Winter
Clothing**

C. J. LEITCH,

Merchant Tailor,

WHICH MEANS THE BEST—

Consequently the cheapest



ONLY ONE DOLLAR FROM NOW until Jan. 1, 1895.

A Great Offer!

**GREAT PAPERS
and
GREAT PREMIUMS.**

We are in a position to offer The Advance and the Family Herald and Weekly Star, of Montreal, for one year for \$1.80. This offer entitles the subscriber to a choice of the two great premiums given by the publishers of the Family Herald. These premiums are the "Star" Almanac for 1894, a superb book of 450 pages, or if preferred a copy of the great Family Herald Souvenir Picture which retails at twenty dollars. The premiums—Almanac and Picture—will be ready about the end of November, and will be forwarded in the order in which the subscriptions are received. Subscriptions to the paper may begin at once. Remember the offer of a choice of premiums holds good only to people who subscribe during the autumn. Afterwards the choice will positively be withdrawn.

**Groceries
AND
Provisions.**

The undersigned desires to inform the people that he keeps on hand a full stock of groceries and provisions, including cured meats.

No. 1 Flour.
Teas, as low as the lowest.
Sugars, ditto.
Groceries.
Flour and Tea.
Fruits in Season,
Vegetables,
Canned Goods,
Confectionery etc.

Bring along your fat and eggs and other produce for which we pay the best market price will be allowed.

W. Barnhouse, - Flesherton

**Farm for Sale or Exchange.
A Rare Chance.**

FOR Sale or Exchange for Village property in Flesherton, Flesherton Station, Maxwell, Southampton, or Faversham; a valuable Farm of 107 acres, one mile north of Kinsey in the Beaver valley, Twp. of Euphrasia. On the premises are a good frame house, barn and dairy house, also a good orchard and well supplied with water. Apply to

W. A. DAYMAN,
Agent for Sydneyham Fire Ins. Co., Water's Falls

Came Astry.

CAME to the premises of the undersigned about two weeks ago, one small two year old steer. The owner is requested to pay over property, pay expenses and take the same away. **HUGH WALTON,** lot 25, con. 14, Ardenburgh, Artowish, Sept. 14.