Flesherton Advance.

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

VOL. XXI, NO 1045 Flesherton, Ont., Thursday, August 15, 1901 W. H THURSTON, EDITOR & PROPRIETOR

WATCHES - WATCHES

Watches

We are showing watches now, and claim to have the LARGEST STOCK west of Toronto, the BEST STOCK to select from, and the CHEAPEST STOCK, taking quality and everything into consideration. We are getting in new stock every few days and selling watches every day. Prospective buyers should remember the old maxim: "Make hay while the sun shines." The sun is shining now for purchasers; all you have to do is to come in and buy and your hay is made. Come in and look at the stock whether you wish to buy or not.

W. A. Armstrong,

JEWELER AND OPTICIAN

FLESHERTON.

Ceylon.

From Our Own Correspondent.

The 5 o'clock passenger train was delayed here for three hours on Saturday evening owing to the wreck at Proton Station. Conductor V. Harshaw received a message to order tea for all the passengers. Some 40 in number took tea at the Queen's Hotel.

On Wednesday last Mr. Angus Whittaker hired a livery from Mr. W. Smith, Flesherton. The horse ran away, smashing the buggy badly.

Mr. Archie McPhatter of Owen Sound is renewing old acquaintance around this vicinity.

Miss J. Collinson returned to the Queen's City, Monday.

Miss Maggie McArthur leaves this week for Toronto.

Mr. J. Cameron and son, Robert, of Corbetton paid a short visit to friends in town.

Mr. Gordon McMullen of Dundalk spent Sunday at the parental home.

Mr. Jas. Strachan and daughter, Annie, are visiting Mr. F. Cairns.

That Stone Throwing

To the Editor of the Advance.

DEAR SIR,—Please allow me space to reply to F. Gee's brief item of the 8th inst in which he tried to refute my statements which appeared in your issue of the 21st of July. In the first place he wastes a paragraph in disputing whether it was "certain" boys who were charged with throwing stones, or not. This is unimportant but Mr. Gee tries to make capital out of everything however insignificant. Mr. Gee now says that it was necessary for only one boy to pass the house. Mr. Gee may be a mind reader at a distance but he has failed in this instance as no one passed the house but those who had occasion to do so, only one or two stones being thrown and those were thrown at the dog, which would weigh at least twice as much as Mr. Gee stated, and I certainly would not wish to be bitten by it. We are certain that no man on this line would call Mr. Spicer either quiet or inoffensive on the night in question, and although Mr. Gee may belong to the class of people who can listen to any amount of invectives without being horrified he would be wrong to include either myself or the boys in the same class. Mr. Gee says the boys went en masse to Mr. Spicer's house, asking him to deny that the stones were thrown. This is a false charge, but as Mr. Gee was not present we presume that he got his information from the same source as his first. We know that Mr. Gee has to depend on others for his information, but we would advise him to hear both sides of a story next time and not place too much reliance on Mrs. Spicer's word. Mr. Gee may not have intended to intimate that the boys were trying to frighten Mrs. Spicer, but that certainly was the construction put upon it by the majority of the people; for instance, one of the boys while in Priceville was met by a Priceville acquaintance who almost immediately asked him, "Were you one of the boys who were trying to frighten Mrs. Spicer the other night." Mr. Gee is either joking or he is possessed of a very fertile imagination if he believes that other courses except the public press are open to me against a person in his position, and I am equally sure that his silent contempt will hurt no person and almost anyone knows enough to keep silent when he has no fresh facts or suppositions to offer. Hoping I have not trespassed too largely on your valuable space, I remain

AN ONLOOKER.

ANOTHER RAILWAY SMASH

Big Loss of Property and Life at Proton Station

Fifteen Cars Smashed Into Kindling Wood—Three Deaths to Date—Many Hair-breadth Escapes—Cause of the Accident.

DEAD.

W. CAMPBELL, Engineer.
WM. McCRAW, Brakeman.

WOUNDED.

W. LANCASTER, Brakeman.
W. A. McAULAY, Fireman, badly injured, and expected to die.

Of all the recent series of accidents occuring on the C. P. R. system, the most costly in lives and property took place at Proton Station on Saturday at 3.55 p. m. Just at the south end of the station yard a gang of men and five teams were employed putting in a new siding, and as the regular way freight on Saturday approached this point the engine jumped the track, ran on the west bank and turned over The tender was thrown across the track and fifteen cars were piled up almost instantly to a height of about twenty-five feet. The train was drawn by engine No 433, with Engineer W. Campbell of Toronto Junction at the lever, and fireman W. A. McAulay, also of the Junction, and was in charge of Conductor A. Imrie. The brakesmen were Wm. McCraw and Wm. Lancaster. At the point where the disaster occurred there is a cutting about 30 feet in width and 4 feet deep. In this cutting four men were at work with five teams of horses, and as the entire cutting was filled for rods with wreckage it seems marvelous that more fatalities did not occur. The only damage here was the killing of a span of horses belonging to Mr. Dan Leach, which got caught in the wreck, Dan himself having a hair-breadth escape by jumping up the bank. Another extremely narrow escape was that of Mr. W. Field, who does not know how he got out of the cut, but after all was over found himself lying by a fence on top of the bank. The other teams were got out of the way by their drivers, but more by good luck than good management. As the engine rolled over, Fireman W. A. McAulay jumped, but not before getting badly scalded. He was able to walk up to the station. Nothing could be found of Engineer Campbell for some time, but when the debris had been cleared away he was discovered crushed in between the tender and the boiler with his hand still grasping the throttle. His death was instantaneous. Brakesman Lancaster was badly crushed; Brakesman McCraw was caught between two cars and injured internally. On the train were six C. P. R. painters in their paint car, coming to Flesherton to work, and after the accident these men were all got out without having received a scratch. The wrecked train was travelling at a high rate of speed, having instructions to stop at Flesherton to allow the steamboat express, which was following close behind, to pass Doctors were telegraphed for and within an hour several were on the ground from Dundalk and Flesherton. The wounded men were placed on an engine and sent to Owen Sound hospital, where McCraw has since died. Trackmen were called in from Owen Sound to Dundalk to clear away the wreck and by continuous work were enabled to get the track in shape for the train down Monday morning.

Brakesman Lancaster's father is station agent at Cheltenham, and his brother is editor of a paper in Havelock.

Thousands of people viewed the scene of the wreck on Sunday.

The train was composed of 26 cars, and of these eleven did not leave the rails. Several of the smashed cars were empties and several were flats.

The dead engineer was known on the road as Jumbo Campbell and was noted for his fast driving

The cause of the accident will no doubt be made clear at the coroner's inquest, which has not been held at time of writing, but the concensus of opinion appears to favor the theory that the track had got filled up to such an extent by dirt and gravel, where the workmen were drawing it across the track, that the wheels of the engine were thrown off thereby. If this prove true there was criminal negligence on the part of some one. Had the steamboat express passed at Dundalk and hit the defective point there would have been a fearful loss of life to chronicle. Several Flesherton people came up on the noon train, and others on the night train, which did not succeed in landing its passengers at this station until 4 30 a. m. Sunday. Passengers and baggage on the steamboat express were transferred and left for Owen Sound about 11 p. m.

Twelve years ago a smashup occurred within half a mile of where this one happened, in which a large number of cars were destroyed, but there was no loss of life and the sight was not such an appalling one. Several cameras were on the ground on Sunday and some fine pictures of the wreck were secured.

A Toronto Junction correspondent of the Empire says: The disastrous accident on the Owen Sound division of the C.P.R. on Saturday cast a gloom over Toronto Junction, where the killed and wounded men were well and favorably known. The four victims had been familiar figures at the Junction, and all were popular and esteemed in railway circles. William Campbell, the engineer, lived with his aunt, Mrs. Atchison, on Hoskin Avenue. He was 37 years of age, and a member of both the Brotherhood of Engineers and Brotherhood of Locomotive Firemen. His remains will be brought to Toronto Junction this forenoon. Wm. McCraw, who also succumbed to his injuries, was a native of Craigville, but had boarded at Kelly's Hotel, Toronto Junction, for some time. He was 23 years of age. A. McAulay, whose life is despaired of, is in the hospital at Owen Sound. He is 24 years of age, and a son of C.P.R. Road Inspecter McAulay, of Toronto Junction. He is a member of the Trainmen. Hope is held out for the recovery of Wm Lancaster, who resides at 131 Dundas Street, east, Toronto Junction. Mr. Lancaster is 25 years of age.

Word from Owen Sound Tuesday morning stated that Fireman McAulay was improving nicely but that Lancaster was very low.

THE INQUEST.

An inquest was held at Proton Station before Dr. Hurlburt, coroner, of Thornbury, on Monday afternoon, when the following jury was empanneled: Neil McLean, Ira Schell, Chas. Lyons, J. Meddaugh, W. Boyd, J. E. Dowdle, J. Trelford, T. Wyville, Jas. Virtue, F. Freeman, all of Proton Station; R. N. Henderson and J. Boyd, Flesherton; and Geo. Thompson, Portlaw. Mr. F. Freeman was elected foreman, and after viewing the body of the deceased engineer and the scene of the wreck a large amount of evidence was taken, after which the following verdict was arrived at:

"That the deceased, William Campbell, came to his death by the engine derailing and capsizing and falling upon him. We also censure the C. P R. Company for not having a man at the crossing to keep the track clear while contract is being fulfilled."

We will publish a synopsis of the evidence in next week's issue.

Gas at Hepworth

At 3 30 on Tuesday afternoon last, a short shrill blast of the derrick whistle was distinctly heard, and it was immediately surmised by the citizens of Hepworth that oil had been struck. In ten minutes nine tenths of the population of this prosperous village was clustered around the derrick. However, it was't oil, but gas. The largest gas well in North America had been tapped. After the accident of skip block had been repaired at 1 o'clock that day, drilling at once recommenced, driller McCann in charge of the pole. Everything went well till 3.30 p.m, when with a slight gurgling sound the drill tapped the gas vein at a depth of 1410 feet. In one second driller McCann was horse de combat, stretched at length on the derrick floor from the effects of the gas, while rocks, dirt and water was thrown to the top of the derrick, a distance of nearly 50 feet. The other drillers immediately formed themselves into an ambulance and succeeded in getting McCann out of the derrick and resuscitating him. For a quarter of an hour the gas continued to throw dirt and water out of the hole, and when it settled down the immense amout of gas flow could be seen. It is rather difficult to estimate what the volume of the gas will be, but it is calculated it will be in the neighborhood of 1,000,000 feet every twenty-four hours, with a standing pressure of probably 350 pounds to the square inch. Drilling commenced over a week ago when the hole was sunk about ten feet to prepare for the nitro glycerine shot. The drillers are of the opinion that the shot will increase the volume of gas 1,200,000 cubic feet per 24 hours.

Badjero.

From Our Own Correspondent.

Harvesting and huckleberry-picking is the order of the day.

Quite a few have left for the North-west on the harvest excursions. Will Earle of this place went last week. We wish him good luck and a prosperous time.

Robt. McKee left by this week's excursion to join his two brothers who have been out west for the past few years and give good reports.

Mr. Geo. May has returned home after two weeks with friends in the city.

McFarland, Stafford & Co.

MARKDALE, ONT.

Grey County's Biggest Store

The Turning POINT

There comes a time in every season when it pays to sell at a loss. You may wonder at it but listen! While you are considering present needs we have an eye on the future. Merchandise fall is almost here; new goods are replacing summer stocks as fast as needed room can be secured; then one of our business principles is to sell all goods in their season and carry nothing over; and though the loss on some lines is heavy we take our medicine cheerfully.

Business with us has been exceptionally good during the past season and we feel we can now afford to be liberal in regards to clearing prices on SUMMER GOODS.

A DEEP CUT

The blade we have used among prices this week was a keen edge one and we swung it with a vigor. The consequence is many prices we intended to take a chip or two off have been cut clean in two, some others have nothing but a splinter of their former price left. Every department in our bigstore is full of special values.

These Few May Set You Thinking

20 ends Dress Goods, comprising fancy silk and wool fabrics, fancy shot goods, fancy weaves in plain shades, fancy tartans, etc., regular 50, 65 and 75c a yard, some of them dress lengths, others two or three dresses to the piece. Our Midsummer sale price is your choice for..... 38c
5 pieces fancy printed muslin, white ground with assorted stripe and floral designs, worth in the regular way 7c a yd. Our midsummer sale price is..... 3½c
20 pieces Muslin, light and dark ground with fancy floral designs, also several shades in fine Swiss Muslin, the regular price was 15c a yard. Our Midsummer Sale price is your choice for..... 8½c

Prices on all other Muslins Cut in same Proportion.

20 ends Print, dark and light grounds, assorted shades and patterns, the kind most stores sell at 7c yard, our Midsumer Sale price is..... 3½c
16 pieces print, full 35 inches wide, light and dark grounds, assorted patterns, regular value 12½c yard, our Midsummer Sale price is... 6½c

20 to 30 per cent. discount off all other goods now in stock.

10 pieces Fancy Scotch Zephyr, full 30 inches wide, regular price 18 and 20 cts. yard, our Midsummer Sale price is..... 12½c
Ladies 50c and 60c Shirt Waists, your choice now at 38 cts. Ladies 75c and 85c shirt waists, your choice now at 58 cts.; Ladies $1.00 and $1.25 shirt waists, your choice now at..... 75c
10 only Ladies' White Duck skirts, made with flare deep flias fold and three pleats at back, wide heavy insertion, double stitched seams, lengths 30 to 44 inches, regular value $2.75 each, our sale price will be..... $1 75

McFarland, Stafford & Co.

Seasonable Goods

At Bunt's Grocery

This week—

Potato Onions
Dutch Sets
Sugar Beet SEED
GARDEN SEEDS

BANANAS, ORANGES AND LEMONS.

Fish lines and hooks are now in season—get them here.

Ice Cream this week.
(Thursday and Saturday.)

F. H. Bunt, Flesherton.
Wright's Old Stand.

Wm. McCalmon,

Importer of and dealer in Sweedish, Scottish and Canadian Granite of all kinds.

Monuments Repaired

and Inscriptions cut on shortest notice.

SYDENHAM ST.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure 25c. E. W. Grove's signature is on each box.

Flesherton Furniture Warerooms.

We are carrying the newest styles of seasonable goods in all lines of Furniture, consisting of:

Parlor and bedroom suits, lounges, sideboards, extension and centre tables, chairs, window shades and curtain poles, pictures, easels, etc., Which we offer at

LOWEST PRICES.

Picture Framing and General Repairing. Undertaking in all its branches. Satisfaction guaranteed.

W. H. Bunt, - - Prop.