Markdale Standard.

VOL. XXVII.—WHOLE NO. 1403. MARKDALE, ONTARIO, THURSDAY, SEPTEMBER 5, 1907. $1.00 PER YEAR IN ADVANCE

Special Train from Markdale Jumped Track at Caledon 7 Killed, 90 Injured

Terrible Accident Tuesday Morning on C.P.R. Train bound for Toronto Exhibition.—Ninety-One Boarded Train at Markdale.—Mr. W. A. Armstrong, of Armstrong Bros., among the Killed.—Many Markdale People Injured.—A Partial List.

[illegible] to lip, paling in its effect, [illegible] the message on Tuesday that the special excursion train to Toronto Exhibition, which left Markdale at [illegible] morning, having on board [illegible] passengers, was thrown from the track while descending the mountain at Caledon, and a number were killed and injured. The anxiety of the friends of those who left on the ill-fated train beggars description. From the first receipt of the news people were hurrying to and fro, endeavoring by every possible means to secure information regarding the safety of their relatives. The station was beseiged with anxious callers, but nothing could be learned. Bad news always exaggerated, and it was reported that 30 or 40 were killed and many injured. Conflicting reports of every description arrived, and it was not till o'clock in the afternoon that a reliable report was received giving the anxious crowds an inkling of the terrible catastrophe which had occurred.

The special train in charge of conductor Matt Grimes, engineer Hogg and fireman Ross, was scheduled to leave Markdale at 6.15, but delays followed and it was not till 7.35 that it pulled out of Markdale station. Much excitement prevailed at Orangeville it was reached. The seven coaches that made up the special were filled with passengers who got on at Markdale, its starting point, Flesherton, Shelburne and other places before Orangeville was reached. The stop at Orangeville was merely for orders and to take passengers aboard. This brief delay over and the doomed train sped on.

Out toward Melville Junction and on to Caledon Station went the train. At Caledon Station still more passengers were taken on. It is easy to imagine as it dashed away from Caledon Station on to the Horseshoe curve and the great Caledon Mountain. The special was made up of five and seven passenger cars were FILLED, as the crowd stood at Exhibition time. Not all children were on the train, every hour at which the train continued to leave the northern points for the predominance on the list of killed and injured. Not every seat was filled, but were crowded and people packed into standing room on the platforms of the cars.

Messages from Orangeville to Toronto were covered at a gallop. "We're making up time," said the Fair-goers, as they saw their train whisk past telegraph poles. A few of the passengers thought the train was going a fearful speed approaching the Horseshoe curve. On the train, and then like an avalanche, the locomotive left the forward cars piled up on the other in a heap of debris and ruin. The engine went through the window of a cabin. He escaped almost without a scratch. train hand was killed, all so swift, "in a twinkling of an eye," the forward coaches of the train endured the great disaster, happiness and health to death.

Fire added its final terror to the disaster." The engine left and plunged over on its side followed in a chaos of splintered wrecked seats, timbers and debris.

The scene of the accident is at the point on the Owen Sound branch. Orangeville Junction into Caledon is a very heavy up grade. From Caledon Junction to a few miles above Caledon, which is about twelve miles from Orangeville, the railway crests the hill and starts down the Lake Ontario slope. The Horseshoe Curve is three miles below Caledon. The line here curls around a little mountain, yet the actual distance gained is only a few hundred yards. It is customary to throw on the brakes at this curve and bring the train almost to a standstill. If the brakes refused to work serious trouble would result.

The train levelled the telegraph poles and wires and it was impossible for information to be conveyed to anxious relatives. The uninjured passengers in the three last coaches, which remained on the rails, hurried out and set to work to release those in the demolished coaches. While some aided the women and children out of the coaches which were not seriously damaged, the men, led by the train crew, seized the emergency equipment, and broke their way into the telescoped cars, and worked like trojans to get the injured into the open air.

The maimed were carried out upon the hillside, and laid upon blankets brought by the farmers, and inside of an hour doctors were at work staunching the flow of blood from their wounds.

An auxiliary train from Toronto Junction, hurried to the scene of the accident, and in addition to this a special train was sent out from Orangeville with all the doctors that could be reached.

THE DEAD:

W. A. Armstrong, Markdale.
John Thurston, Walters Falls.
Norman Tucker, Flesherton.
Jas. Banks, Perm.
Jas. Butler, Priceville.
Richard Bell, Shrigley, (died in hospital.)
Robert Carr, Shelburne.

THE INJURED:

MARKDALE LIST.

Herbert J. Armstrong, Markdale, back injured.
Harold Armstrong, Markdale, severely injured internally.
Mrs. Geo. Gough, Markdale, collar bone broken, side injured.
Mr. and Mrs. Wm. Douglas, Markdale, severely hurt.
J. W. Knott, Markdale.
William Brodie.
Albert Jackson.
Frank Graham.
Mrs. McCormick.
George E. Gray, Markdale House, three ribs broken.
J. Clayton.
Dave Noble.
George Alton.
Chas. E. Armstrong.
Mrs. Manley, sister of Mrs. R. Smith, Markdale.
Mrs. (Dr.) Oliver, slightly injured.
Mr. and Mrs. Andrew Walker.
John S. Black, the veteran Township Clerk, Glenelg.

OTHER INJURED PASSENGERS:

John M. Davis, Vandeleur, ankle broken.
Alf. Lyons, Harkaway.
Mrs. (Dr.) Caldwell, Flesherton.
A. J. Robertson, Orangeville.
S. Boggs, Guelph.
A. McDonald, Shelburne.
Mrs. McDonald, Shelburne.
D. Madill, Ceylon, leg broken.
J. Boyd, Flesherton.
Jas. Brander, Priceville.
Mrs. S. Webster, Horning's Mills
Geo. Rutherford, Shelburne.
J. A. Jelly, Shelburne.
W. A. Hillhouse.
H. Halbert, Orangeville.
R. A. Jelly, Orangeville.
Mrs. Geo. Wright and daughter, Jean, Vandeleur.
Maggie Patterson, Badjeros.
Sarah Patterson, Badjeros.
W. H. Hunter, Orangeville.
N. E. Stewart, Orangeville.
W. Robertson, North Bay.
Mrs. Loudon Wright, Flesherton.
Willie Wilson, Flesherton.
Andy Wilson, Flesherton.
Annie Gilray, Wodehouse.
M. K. Richardson, Flesherton.
Mrs. Wm. Stewart, Flesherton.
Mrs. Robt. Conn, Heathcote.
Margaret McDougall, Dundalk.
John McDougall, Dundalk.
W. H. Bunt, Flesherton.
C. McMillan, Dromore.
A. E. Clark, Priceville.
G. Watson, Dundalk.
H. Nicholls, Dundalk.
D. Gillies, Dundalk.
Jennie Russell, Dundalk.
W. Lumsford, Dundalk.
H. Holman, Flesherton.
Mary Knox, Swinton Park.
Mrs. Mary McMillan, Ceylon.
Annie McMillan, Ceylon.
Mr. Dean, Dundalk.
Carrie Connor, Dundalk.
Mrs. Brodie, Markdale.
Alfred Thistlewaite, Flesherton.
Mabel Thistlewaite, Flesherton.
Mrs. McCallum, Flesherton.

Stories by the Survivors

A passenger that was on the ill-fated train told The Standard as follows: "After leaving Orangeville I noticed speed too high and car swaying more than usual; then again as we approached the mountain I felt alarmed at the speed we were going and was in the act of telling my fellow-passenger that we could never take that curve at that rate of speed, when the crash came. The cars turned completely over into the ditch and we were dragged a distance of four rods before we came to a standstill. That space of time seemed an eternity. All was in darkness for a short while. I was in bottom of the car, but we managed to shove our way through a window in the top, and through this a number were taken. The cars which left the track were an indescribable mass of wreckage and the sight left an impression which will never be forgotten. As soon as we were released, all that were able did their utmost to assist others who were pinned beneath the wreckage, and one after another was carried out and laid on the sward. The greatest wonder is that many more were not killed outright."

Postmaster Plewes was among those who had a miraculous escape. He noticed the terrific speed at which they were going and was almost in the act of pulling the rope when the crash came. He was thrown about six feet and when the car stopped he found himself in the bottom of the car with his head under a seat. He pulled himself out and was uninjured, save a slight injury on the back of the head.

Mr. Geo. E. Gray, of the Markdale House, was among the passengers on the ill-fated train and came out of the wreck with three broken ribs and a number of minor bruises. He was thrown a number of feet and landed under a mass of broken car seats and other debris. He received a severe shaking up.

Other passengers on the ill-fated train were: Frank Davis, Vandeleur; Mr. and Mrs. John Erskine, Roeklyn; Mr. and Mrs. Jos. Erskine, Goring; Dr. McCullough, Walters Falls; Mr. and Mrs. Braidner, Goring; Mr. Robt. Conn, Heathcote; Robt. Hutchinson, Vandeleur; Jas. Gould, 9th line; Jas. Wylie, Wodehouse; W. J. Shepherdson, Walters Falls; Fred Wickham, Walters Falls; Gordon Douglas, Vandeleur; Hugh Mercer and son Harold, Markdale; Jas. Crowston, Markdale; Mrs. (Rev.) J. C. Wilson and daughter of Markdale; Angus Plewes, Markdale; Mr. and Mrs. J. H. Stephenson, Markdale; Walter Sarjeant, Markdale; Mrs. Nesbitt, Markdale; Mr. Laycock and Mr. Walters, Walters Falls; Hilliard Elliott, Bracebridge; Misses Sibbett, Bracebridge; Jos. Crelford, Proton.

NOTES.

The cause of the accident is attributed to too fast running. It is said the train was running at the rate of sixty miles an hour when it struck the deadly curve.

Mr. and Mrs. Wm. Douglass of Markdale were among those most seriously injured. Mr. Douglass was taken to the Hospital at Toronto, and Mrs. Douglass to Orangeville.

The terrible accident has cast a gloom over the whole neighborhood. On Tuesday business was practically suspended in town, and anxious crowds thronged the station waiting for information of the catastrophe.

The bodies of Mr. W. A. Armstrong and Mr. John Thurston were brought to Markdale Tuesday night. Mr. Thurston's body was taken to Walters Falls on Wednesday morning. The C.P.R. ran a special train in the afternoon from the scene of the accident to Markdale. This brought home the wounded, and arrived in Markdale about four o'clock.

MR. H. ARMSTRONG RELATES HIS EXPERIENCE.

Indescribable Confusion When Crash Came.—Cars Piled in An Inextricable Mass.—A Heart-Rending Scene.

Mr. Herbert J. Armstrong, who received severe injuries to the back, and a scalp wound, was removed to his home, and on Tuesday evening granted The Standard the following interview which vividly describes the entire situation, Mr. Armstrong said:

"When we were going around a sharp curve near Orangeville the speed was very high; the car seemed to rise off one side, and a great many passengers feared it was going over. I was in third coach, about two-thirds from back end of car. Charlie Armstrong and George Alton occupied seat immediately behind myself, while my brother William and son Harold were in the seat behind them. A gentleman from New Jersey was occupying seat with myself. We noticed speed was very much above the average, and after we left Caledon I made the remark to my friend that we would soon approach a curve which would be an interesting run at that speed. We commenced to descend mountain without any apparent slackening of speed. The train kept the rails until nearing the toe of the Horseshoe, when with a roar and a bang we crashed across the ditch into the field and found ourselves being ground beneath a mass of truck wheels, broken and twisted iron, car seats and other debris. The wheels on the inner rail of curve must have risen off the track, and lifted higher and higher as we rounded the curve. The car I was in turned completely over on its side, also the first one at our rear. The engine and van and first coach left the track, the second car remained on the rails as did also the last three coaches of the train. The passengers all seemed to realize what was occurring. I went down on the side of the car that was next the ground. All was in darkness which was mostly due to the dust. Glass and timbers were crashing at a fearful rate. We were trailed in that position several car lengths, which seemed to take hours, when we finally came to a dead stop. For a second all seemed still, then the confusion that followed was indescribable. I found myself under the floor of the car which had turned completely over us, the superstructure all being broken away. I immediately tried to release myself which I did with very little effort and crawled out of the narrow space. I saw Charlie Armstrong and George Alton doing the same. We at once realized the seriousness of the disaster and looked around for traces of our fellow-passengers. First we saw Harold Armstrong with his head from under the car and his feet caught; we then noticed William's ankle where I had crawled out. We went to his assistance but found life almost extinct. He was pinned beneath the wreckage on all sides and it was with difficulty he was released. He expired about two minutes after, never regaining consciousness. All this time others were working like Trojans releasing the dead and injured. Five corpses were taken out at once. The sight was a gruesome one, women, men and children crying and begging to be released. The third coach was mostly filled with Markdale people, and by these most of the injuries were sustained. Some of the car trucks were found on the opposite side of the track to that on which the cars were lying, giving an idea of the immense force of the impact. All the immediate attention that the company could give was bestowed on the injured."

A singular fact was that Markdale's four implement dealers, Messrs. Frank Graham, Wm. Brodie, Albert Jackson and J. W. Knott were on the train and were all more or less seriously injured.

Mr. Thos. Taylor was one of those who boarded the train at Markdale, but becoming alarmed at the terrific speed at which they were travelling, got off at Dundalk, and thus escaped the wreck. He says they were travelling between 50 and 60 miles an hour between here and Dundalk.

Accompanied by his bride, Robert Conn, of Heathcote, boarded the unlucky train at Markdale, intending to spend a honeymoon in Toronto. The couple were seated in the second car. Mr. Conn was badly bruised about the legs, and his head was cut. His wife was more unfortunate. She was pinned down by the woodwork of the car. Both her shoulders and feet were held tightly as in a vice, and it was only by cutting away the timbers that the rescuers were able to release her. She was at first thought to be fatally injured, but it is believed that she will recover, although she cannot be removed to her home for a week. Mr. Conn and his wife were seated opposite Mr. Armstrong, of Markdale, who was killed.

A dose of Miller's Worm Powders occasionally will keep the children healthy. Sold by W. Turner & Co.

Lost—On Friday, August 16th, a small sized collie dog, black, long hair, white breast, white curl on back of neck, short tail, and answers to "Dale." A reward of two dollars will be paid to the first person giving private information as to who has the dog. Detainer prosecuted. Wm. Wright, Beaverdale.

Extensive additions have been made to our cement sidewalks this season. Adverse criticism as to grades in some places would be just, but it is now too late to be of practical benefit, but it is up to both council and property holders to complete the job, the former by properly grading the roadway and the latter by leveling and seeding the boulevard to the newly laid walk. This would greatly improve our otherwise tidy village.

LOCAL AND GENERAL NEWS

Furnished house to let. Apply at this office.

Frank McFadden left Friday for Weyburn, Sask.

Miss Bertha Matthews went to the city for a few days.

Miss Walker left Tuesday on her return to Port Arthur.

Mr. W. Haskett, of Newmarket, spent Labor Day in town.

Miss Susie Taylor is holidaying with friends in Toronto this week.

Master Harold Haskett left on Monday to attend School in Blyth.

Mr. T. H. Taylor is on a business trip to the city for a few days.

Mrs. Jas. Thompson, of Toronto, is visiting her son, P. J., in town.

School books and School Supplies of all kinds at Turner's Drug Store.

Miss Edna Rutledge left Tuesday on her return home to Fort William.

Get your picture postals at Turner's. They have the best. A new lot just in.

Mr. Willie King, of Footes Bay, visited his parents in town last week.

Mr. W. H. Grant, of Picton, visited his aunt, Mrs. Lemas, here last week.

Mr. Walter Sarjeant arrived home from Orillia last Thursday for holidays.

Mr. and Mrs. Bert Elliott, of Owen Sound, spent Sunday and Monday in town.

Mr. and Mrs. John Lawson, of Owen Sound, visited friends in town Sunday and Monday.

Correspondence and other matter crowded out this week, will appear next week.

Mrs. Fulford has accepted a desirable situation in a Kingston millinery establishment.

Miss Walker, of Tara, who has been visiting her aunt, Mrs. Edgar, has returned home.

Harold A. Henry is spending a few days with friends at Mono Road, Toronto and other points.

Mrs. Hoggarth and seven children left Tuesday for Humbolt, Sask., there to join her husband.

Two apprentices wanted, a girl for pants and vests, and a boy for coats. Geo. S. Dundas, Tailor, Markdale.

Wanted—Good reliable boy about 15 years of age to learn general business. Apply to McFarland & Co., Markdale.

In Lachlan McArthur's adv. last week, Four colts for sale, an error crept in causing it to read "half a mile from Markdale," when it should have been half a mile from Priceville.

Owing to the sad accident on the railway by which so many were killed and injured, and out of respect for the relatives of those who mourn, we have decided to postpone our Big Show until Saturday night of this week when the usual admission fee of 10 cents will be charged. U-need-a Concert Co.

Rev. Chas. A. Cook, of Bloomfield, N. J., visited in town recently, the guest of his former school mate, R. L. Stephen. Mr. Cook was for some time of Parliament street Baptist Church, Toronto, and afterwards for sixteen years of Bloomfield, N. J., but is now Superintendent of the Stewardship department of the Baptist Church of the Northern States.

A conviction under the Liquor Act of 1907 took place in Markdale last week when Thos. Harness, J. P., fined a young fellow $10.00 and costs or 30 days in jail for buying liquor in bottles and giving it to small boys. He was given a week to pay his fine, but in the meantime the offender hied to Owen Sound, where on Saturday, the 24th, he was arrested and committed to jail, pending the payment of the fine.

The Canadian National Exhibition this year surpasses any of its illustrious predecessors. It has grown to be deservedly popular among all classes, and now draws visitors from Europe as well as all parts of the North American continent. It not merely shows the progress and development of our country, but serves as a great educational institution, but to get an intelligent conception of its greatness and its beauty you must personally visit this National Exhibition.

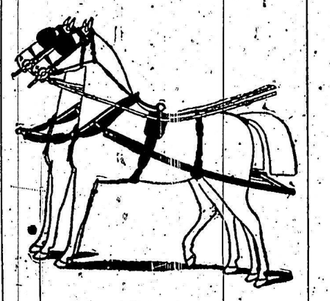
DIED

FLESHER—At Cutler, the 25th August, 1907, Thomas Flesher, aged 65 years. Deceased was a former teacher in Orange Valley school, brother of Mr. Wm Flesher, of this place.

ARMSTRONG—On Tuesday, September 3th, W. A. Armstrong, aged 47 years. The funeral to Markdale Public Cemetery at 8 o'clock, Thursday. Service at the house at 2.30.

R. W. ENNIS

Harnessmaker, Markdale.



The best and cheapest place to buy your **HARNESS** and all **HORSE FURNISHINGS** is at this popular Harness Store.

R. W. ENNIS, - MARKDALE.

For Sale—A large, good, new milch cow. H. J. McLennan, near Walters Falls.

Mr. C. W. Littlejohns, of the suburbs, south, is offering his farm for sale. See adv.

New subscribers in Canada can have THE STANDARD balance of 1907 for 25 cents, or 40 cents to the United States.

Mr. George McFadden left Thursday for B.C., where he will join his brother Willis in West Kootenay.

Giant triplets, "Currency," "Bobs" and "Stag" Chewing Tobaccos, in big plugs. Quality always the same.

Miss McKay and Miss Millier of Southampton, are visiting their friend Miss May Winterburn, Pleasant Valley.

For Sale—Nine room house with stable and carriage house, in desirable location. Edward Rutledge, Markdale.

Mrs. E. M. White and Master Lindsay, accompanied by Miss Gertie Boyce, are visiting friends in Toronto this week.

Misses Mina and Alice Morrison, of Toronto, returned home after spending ten days with their cousin, A. Matthews.

Miss Lizzie Hackett, of Hockley, who visited Miss Margaret Halbert for a couple of weeks, returned home last Thursday.

For quality and quantity ask your dealer for the new big plugs of "Bobs," "Stag" and "Currency" chewing tobaccos.

Spices, all kinds, mixed, whole and powdered, fresh and reliable. Also vinegar, bottling wax and all pickling requisites at Turner's Drug Store.

Miss Esther Bradley and her friend, Miss Muriel Borrett, of Toronto, returned home Monday after spending a month at the home of Mrs. R. Bradley.

For Sale—Four colts, one 2-year-old mare; pair yearling fillies; spring colt filly 4 months. Bred from heavy stock. Lachlan McArthur, half mile east of Priceville.

John Montgomery, ex-teacher at Orange Valley, left on Tuesday for Owen Sound Collegiate for a short term prior to taking a course in College at Toronto.

Mr. R. C. Winterburn, of Owen Sound, and Mrs. John Atkinson and little daughter Vera, of Massie, are visiting their parents, Mr. and Mrs. John Winterburn.

Mrs. Thos. Boland, of Gore Bay, who has been visiting at Owen Sound for some weeks, is this week in Markdale renewing acquaintances with many old friends, the guest of Mrs. J. E. Trelford.

For Sale at Once—Brick dwelling corner Main and Sproule streets, one quarter acre, good stable, cistern and orchard. Also, a double brick dwelling on Main street and vacant lot. Both these properties will be sold cheap, as owner is moving from town. Terms easy. For full particulars apply to W. J. Benson or R. J. Benson, Owen Sound.

Messrs. P. McCullough & Son, of Markdale, won one 1st prize, two 2nds and three thirds in their exhibit of ponies at the Canadian National Exhibition at Toronto last week. The following were the prizes awarded: Shetland Stallion, any age, "Foxglove" 1st; Shetland mares, any age, "Lady Troswick" and "Bessie" 2nd and 3rd; Hackney pony 1 year old, "Bella" and "Janet," black and white filly, 2nd and 3rd; Pony in single harness, black mare "Nerissa."

Markdale Wins in a Walk.

Lacrosse Team Defeats Meaford in a Sudden Death Semi-Final Game by a Score of 16 to 5.

The lacrosse team of this place are evidently out for the championship and with fair prospects of success. On Monday they met and defeated the fast Meaford team, champions of two districts, at Balmy Beach, Owen Sound, in a sudden death semi-final game by the overwhelming score of 16 to 5. The half time score was 10-2, which exactly represents the game. Some doubt was felt here as to the possibility of Markdale pulling out a victory, partly because the Meaford aggregation were heralded as being a pretty fast team. However, they were over-estimated and all minds were set at rest before the first quarter was finished. The Markdale home worked systematically and like chain lightning and showed a combination that made the large crowd wonder. The defeated referee Waghorne says, is about the strongest in the Junior C.L.A. We might also state right here that in conversation with the referee after the game, he said that the team that beats Markdale will win the championship. The team work of the locals was a delight to their supporters. They had speed and combination to burn, and played their usual snappy game. In the first half there was nothing to it but Markdale, and even the 200 Meaford supporters could not help but admit that their team was outclassed. In the last stages of the game the Meaford players, seeing that it was a hopeless fight, resorted to the despicable rough house tactics and earned no favour from the big crowd. It would be unfair for us to mention the stellar work of any one of the winning players in particular, as their scoring ly was not a weak spot on the team. The defence cleared and fed the field, the field fed the home and the home certainly did their part. The line-up

Markdale—Goal, C. Mercer; point, D. Mercer; cover point, C. Haskett; defence field, C. Alton, E. Tuck, E. Sewell; centre, C. King; home field, J. Kelly, W. Burnside, H. Lucas; outside home, M. Kelly; inside home, C. Kearns. Field captain, G. Dundas.

Markdale's next game will be in Orangeville on Tuesday, September 10th, when they go up against the strong Guelph team in a sudden death semi-final game. A special train will likely be run from here.

The Rev. J. C. Wilson will conduct the services in the Methodist church on Sunday next. Subjects Morning, "The Reason, Why." Evening, "Halting in the Church Porch."

Dr. Burt, specialist in diseases of the Eye, Ear, Nose and Throat, will be at the Markdale House, Markdale, Friday September 6th, from 8 to 12 a.m. Eyes tested and glasses supplied.

At the thirty-third annual meeting of the Grand Lodge of the Loyal True Blue Association held in Owen Sound last Thursday, J. I. Hart, of Orillia was re-elected Grand Master.

Owen Sound is to have another cement factory, The Ben Allen Portland Cement Company. Already the paid up stock amounts to over $100,000 and the site has been selected.

Notice Having disposed of my grocery business I hereby request that all accounts be paid by the 30th September, otherwise they will be placed in other hands for collection. E. Rutledge, Markdale.

A Woman's Beauty

IS WORTH CARING FOR. After the Summer outing the face is likely to be tanned—the skin rough and sunburnt. Many toilet articles are needed to put the flesh in proper condition. We have them all.

Talcum Powder — Cold Cream
Camphor Ice — Glycerine
Face Powder — Violet Cream
Face Brushes — Witch Hazel Cream

LADIES! Come in and see our new style Chatelaine Bags—a thing of Beauty. See the Fancy Back Combs and Hair Barrettes.

GENTLEMEN! Come in and see our Pipes and Pipes—Pipes with cases and Pipes without cases straights and crooks—suit any shaped mouth, crooked or otherwise.

R. L. STEPHEN