

Another Wreck Near Milliken.

Following rapidly on the heels of the news regarding the railway accident between Weston and Malton came the report of another smash-up on the Midland Division of the G.T.R., near the Village of Agincourt. The first definite information of the disaster reached Stouffville early on Saturday, although the accident itself had occurred Friday evening.

It was about 5:50 o'clock on Friday afternoon that the smash-up occurred. The line of the Midland Division was very badly blocked with snow, and all the trains were long overdue. At 7:05 o'clock on Friday morning the mixed train over that line left the Union Station, and ran as far as Little York, when the driver (John Rigg), his fireman (John Cullen), the conductor (Geo. W. Riley), and brakemen Chas. Moore and Frank Burton were transferred to a snow-plough train and instructed to clear the track as far as Lorneville Junction and then return. The train was arranged as follows: In front was the snow-plough, next to it the engine, then the van, and, lastly, the scraper. They ran to Lorneville in the morning and were on their way back. Shortly after 5 o'clock they passed Unionville and reached a flag-station called Milliken at about 20 minutes to 6 o'clock.

CONDITION OF THE TRACK.
They had passed through a cutting and were about 100 yards west of the flag-station, getting up steam preparatory to making their way through another cutting. All the way along the snow, where the track was on a level with the fields on either side, was piled three feet deep between the rails, and was packed so close that, as one of the railway men said, the heaviest man in the party could walk along it without sinking to the ankles. In the cuttings the snow was often six feet deep and more. At this time when the engine was getting up steam the wind was at its highest, and the snow was drifting in a manner to darken the whole line both to the front and rear. It was owing to this that the accident was due. Number 1 express, which is due at Toronto at 12:15 o'clock in the day, and which was over six hours late, left Unionville a little before the snowplough reached Milliken, a snowplough came along at about twelve miles an hour, which was slow enough to give the driver ample opportunity under ordinary circumstances of feeling his way. The drifting snow, however, concealed everything in front, and the first intimation which anyone on either of the trains received of their neighborhood was when the collision occurred. The engine of the express crashed into the plough train, telescoping the scraper and van, the last of which was absolutely broken to pieces, and pushing the locomotive attached to the plough about a hundred feet along the track. The cab of the front engine was also smashed, and every steam-cock broken. The damage to the locomotive attached to the express was trifling, and with that and some slight injuries to the baggage coach the express train escaped altogether. There were about 30 passengers aboard, but none of them were injured.

THOSE INJURED.

At the time of the collision Conductor Riley, the two brakemen, Moore and Burton, were in the van, and with them was Mr. E. Davey, the section foreman of Stouffville. Burton escaped entirely but the other three were hurt, Mr. Davey but slightly, only a few cuts about the face and hands being received by him. The other two were seriously injured. Conductor Riley received a compound fracture of the right forearm, a fracture of the bone above the elbow on the same arm, and several broken ribs. His body, too, was badly scalded by the steam and water from the express engine. Moore was pitched heavily against the side of the car and sustained several very bad scalp wounds, and was scalded severely about the legs. The injuries to his head have since developed into concussion of the brain. At the time of the pitch-in Engine Driver Rigg and Fireman Cullen were both in the cab of the locomotive. At the first shock the driver must either have fallen out or jumped, and in doing so he must have been hurt and probably rendered senseless. From the fact that his body was subsequently found under the ruins of the van and scraper, and that this was the exact spot on which the snowplough engine stood when the collision occurred and before it was pushed forward by the express, it is pretty conclusively that he

dropped from his cab at the moment of the pitch-in. Mr. Cullen, the fireman, did not leave his cab till all had become stationary, and his escape from death was miraculous. He was jammed against the boiler-head and pinned there until the strain relaxed. As it was, while he was slightly squeezed, he escaped injury entirely, not even receiving a scratch. As soon as the train stopped the passengers hurriedly got out and went forward to see what damage had been done. It was a most deplorable sight which met their eyes, and one calculated to make them offer thanks for their own escape. There was no accommodation at the flag station for those on the trains, and they had to put up as best they could with the passenger coaches. At once the men and railway hands set to work to get out the wounded, and this was quickly accomplished. No trace of the engine driver, however, could be found, and in fact it was not till next day that his body was taken from the ruins.

ASSISTANCE SENT FOR.

As soon as the accident occurred one of the railway men went to Agincourt Station, which is about a mile and a half west from the scene of the accident, and from there the G.T.R. officials in Toronto were notified. At 8:10 that evening an auxiliary train left Little York, in charge of Conductor Knox and Engineer Kerr, and having Dr. Walters of East Toronto, surgeon for the Markham, division of the line, aboard. They had almost impassable drifts to contend with, and did not reach Scarborough until 1:50 o'clock on Saturday morning, and it was shortly after 6 o'clock in the morning before they arrived at Agincourt. On reaching the scene of the accident Dr. Walters found that Dr. Sisley of Agincourt was in attendance on the injured men, who were made as comfortable as possible in the express car. Dr. Sisley had arrived about an hour after the collision, and remained during the night with the injured men. An effort was made to get the special back to Toronto with the wounded, but it had to be abandoned in consequence of the drifts which in the interval between the time of the special leaving Little York and the time of its arrival at Agincourt had again blocked the track.

Work was at once begun clearing away as much of the wreck as possible in the endeavor to find the body of the engineer, whose death was now regarded as beyond doubt. During the night, and up until the time on Saturday afternoon when they were taken to Toronto, the passengers made themselves as comfortable as circumstances would admit in the coaches of the train. The railway officials showed every possible attention, and the passengers were in no want of food. As soon as the farmers of the surrounding country heard of the collision they came from every quarter with hampers of provisions, rugs and other articles for the use of those on the train. In fact they displayed a solicitude which cannot be too highly spoken of, and which does infinite credit to the good-heartedness of the people of that section of the Province. They would have given the passengers accommodation in their homes had the latter not been too anxious to get to the city, and therefore preferred waiting for the clearance of the road. At 2 o'clock on Saturday afternoon another special train left Little York for Agincourt, and reached there at about 5 o'clock. The wounded men and the passengers were transferred from the coaches of No. 1 express, and the run back to the city was made in comparatively short time.

THE DRIVER'S BODY FOUND.

In the meantime the work of clearing away the debris of the van and scraper attached to the snowplough had almost been completed, and the body of the unfortunate driver, John Rigg, was found beneath it. His body was frightfully crushed, and his face so cut, bruised and disfigured as to be unrecognizable. The remains were taken to the station at Agincourt, and left there for the inquest, which will be held on it, and which was formally opened on Saturday night. When the train with the wounded and the passengers arrived at the Union Station the ambulances were in waiting, and in them Conductor Riley and Brakeman Moore were taken to the General Hospital. Mr. Davey, the section man, was removed to the home of his brother on Denison avenue. With the train came Dr. Walters, in attendance on the injured. The passengers one and all expressed their appreciation of the manner in which they had been treated during their enforced stay at Milliken by the railway officials and by the farmers about there. The list of killed and wounded is as follows:—

Killed—John Rigg, engine driver.

Injured—Conductor George W. Riley of Lindsay, right arm broken in several places, ribs broken and badly scalded.

Brakeman Charles Moore, several scalp wounds, which, together with the shock, had resulted in concussion of the brain; also legs badly scalded.

Section Foreman E. Davey of Stouffville, scalp wound and cut over the eye; not badly hurt.

Conductor Boundy of Port Hope, of the express, wounded on the scalp.

Brakeman Frank Burton, who lives at Lindsay, returned home. He was shaken up and had a few scratches, but nothing to signify. John Cullen, foreman of the snowplough train, who escaped so providentially, lives with his father at 90 Esther street.

Town Council.

A regular meeting of the town council was held in the council chamber on Tuesday evening, Feb. 12th, 1895. Members all present. Minutes of previous meeting read and adopted. Urquhart—Sangster—that the account of B. E. Beebe for repairing fire bell be paid.

Sangster—Ratcliff—that the resolution passed at the council meeting on Feb. 5th, re Hand Fire Engine be rescinded and that the clerk be instructed to write the Waterworks Engine Co. to that effect and that no action will be taken for the present pending information as to a complete system of Water Works.

R. Sangster asked leave to introduce a By-Law to license and regulate the running of dogs. Leave being granted, By-Law was read a first time. Council went into committee of the whole. S. M. Warriner in the chair. Committee rose and reported By-Law with blanks filled. The same was then read a third time and passed.

Warriner—Sangster—that the clerk do and is hereby instructed to procure the necessary number of Dog Tags for the year 1895.

Ratcliff—Warriner—that the printing committee be and is hereby instructed to have printed 500 blank orders for the use of chairman of committees; also 100 notices required for Dog Tag By-Law.

25 CENTS PER WEEK for inserting in the FREE PRESS advertisements of farms for sale, farms to rent, or farms wanted to rent, or any other small advertisement.

SPOFFORD & Co. sells a very good Brown Sugar, 35 lbs. for a dollar, also Redpaths extra Granulated Sugar, 25 lbs. for \$1.00.

FINE Choice Herrings, 12½ cts. a box at Spofford & Co's

GREAT Big Dolls at 20 cts. and Pansy and Elsie Books 16 cts. at Spofford & Co's.

SPOFFORD & Co. sells Scrub Brushes at 4c. each; Clothes Pins 1c. a dozen; Good Choice Pickles at 8½c. a bottle; 3 pound boxes Gold Dust 25c.; 3 pound boxes Soda Biscuits 22c.

CHOICE Pickles 7½ cts. a bottle at Spofford & Co's.

At Beebe's Blacksmith Shop, Carters are repainted cheap and old Furniture made like new, by J. Roberts, painter. Call and give us a trial.

THE FREE PRESS and Weekly Mail both for only \$1.15 a year.

A notice will be inserted in the Markham Economist, free of charge, to all parties getting their Sale Bills printed at the FREE PRESS Office.

ASSISTANCE DESIRED.—Very often items of interest happen that we do not hear about, or perhaps we know of them but cannot get particulars in order to publish them. In this way we are blamed sometimes for overlooking people. If you know of anything of interest let us have it. We shall be glad of all the items of general interest you can bring or send us.

FAIRM FOR SALE OR TO RENT.—About 4 miles from Stouffville. Terms easy. Apply to J. Elliott, Standard Bank, Stouffville.

HAND-SEWED Boots and Shoes made to order; also all kinds of repairing promptly attended to. J. T. DALEY, west store in Daley's Hall.

MARRIED.

BURKHOLDER—RAE.—At the residence of Mrs. Mason, Stouffville, the unit of the bride, Rev. Joseph Young, on Tuesday, Feb. 12th, 1895, Mr. John Nelson Burkholder of Stouffville, and Miss Frances Emma Rae, daughter of Mr. Matthew Rae.

Dobbins' Patent Drum

Soon Pays for Itself in the Saving of Fuel.

To use on Stoves

and Furnaces of

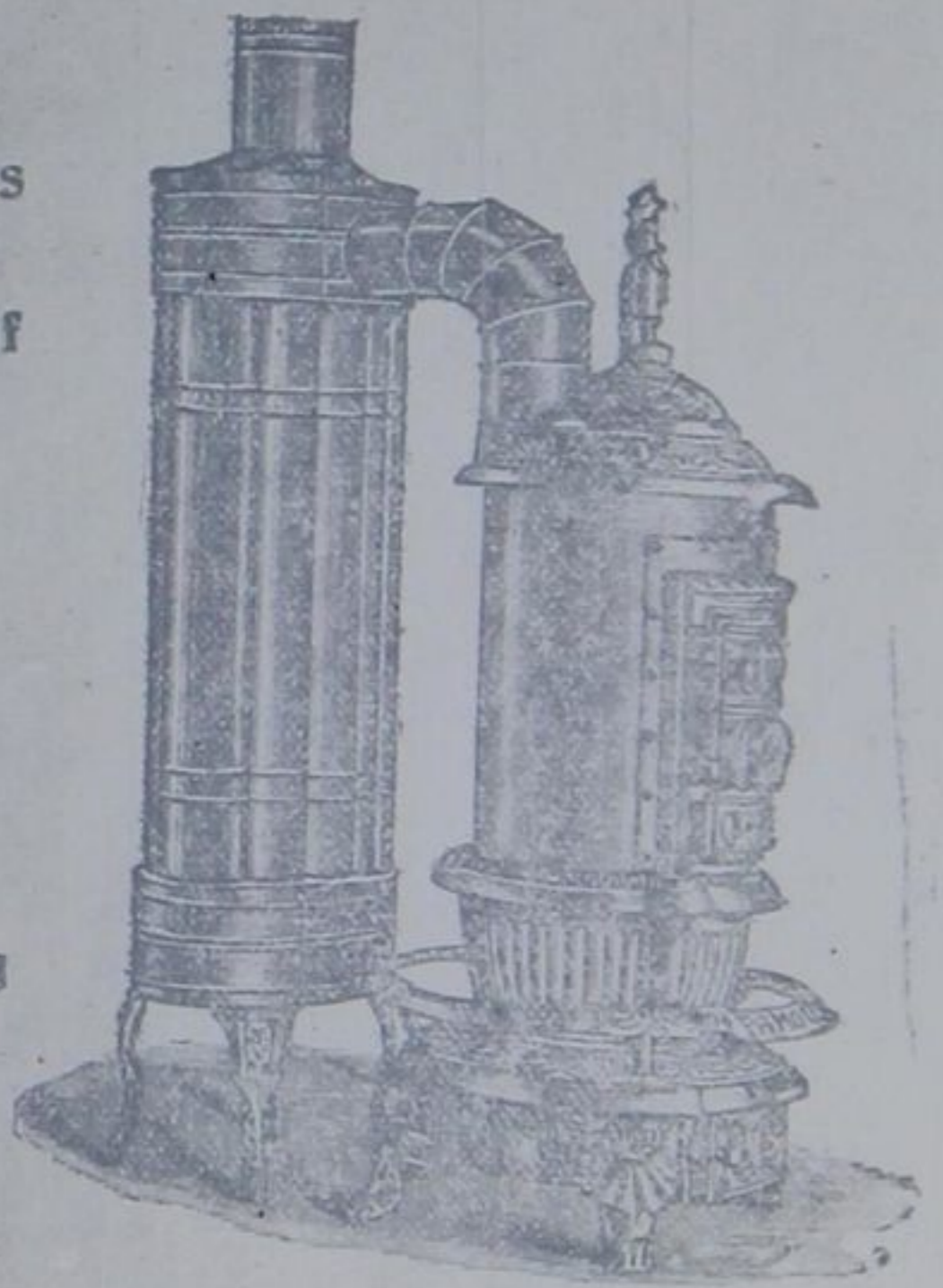
all kinds.

Burning Wood

or Coal.

Doubles Heating

Power of Stove.



THE DOBBIN DRUM CO.

Pickering, January 18th, 1895.
DEAR SIRS,—I bought a Drum from your agent, Mr. E. Shantz, and am well pleased with it, as our house is very cold and we could never keep it warm, but since we attached the Drum to the cooking stove on the floor we are perfectly comfortable and burn only half the fuel. It also keeps the cold from the floor. Would not be without it for double the price.
C. H. GIBBERN.

THE DOBBIN DRUM CO.

Cashel, January 24th, 1895.
DEAR SIRS,—It affords me great pleasure to testify to the good qualities of your Drum. I have tried it in my school and find it a grand improvement. The heat is distributed uniformly to every corner of the room. The children no longer complain of cold feet. So far I can notice a considerable saving in the wood, and have no doubt but that the Drum will pay for itself in a year or so. Washing you every success, I remain,
Yours, &c.,
C. H. FISCHLER, Teacher S.S. No. 11, Markham.

DOBBIN DRUM CO.

Gormley, January 21st, 1895.
DEAR SIRS,—Mr. E. Shantz put one of your No. 4 Drums in my sitting room, attached to the cooking stove in the kitchen. It gives great satisfaction, as we do not burn any more wood in the kitchen stove than we did before, and at the same time have our sitting room and bed rooms nice and comfortable to sit in at any time, thereby saving a stove and have a far nicer heated room. Would not like to part with it.
Yours truly,
LEVI HOOPER.

E. SHANTZ, Agent, Box 355 Stouffville

How We Do it, and why

Everybody Knows It, is that

H. JOHNSON'S

is the best place for Pure Family Groceries and as cheap as the cheapest. All families giving their patronage to H. JOHNSON will find him giving Pure Goods at right prices. See his choice Teas, Coffees, Sugars, Spices, Can Goods, New Currants and Raisins, &c. Try his celebrated Teas at 25 cts., worth 35. Try our celebrated Teas at 40 cts., worth 50. Pure Pound Coffee at 40 cts. An extra Sugar 32 lbs. for \$1. In Glass and Delf Goods he has the finest Stock in town. Combination Dinner and Tea Sets from \$5.50 up. Fine Tea Sets from \$2 up. You have only to see these Goods to covet them. Visitors to Stouffville should not fail to visit

H. JOHNSON

For Bargains Cheap for Cash.

COAL! COAL!

Nut, Stove, Egg, Steam,
Blacksmith's extra quality.

W. B. SANDERS

This space is taken by

W. H. TODD,
Carriage Builder,
STOUFFVILLE.

ABSTRACT STATEMENT.

Abstract Statement of the Treasurer's Accounts of the Municipality of the Village of Stouffville for the year ending December 31st, 1894, prepared by the Auditors.

RECEIPTS.		EXPENDITURE.	
To balance from 1893.....	\$ 231.00	Roads and Walks.....	\$ 802.63
Back Taxes.....	44.97	Printing.....	25.37
Legislative Grant.....	148.00	County Tax.....	356.41
O'Hara & Co., Debentures.....	1521.00	Debtenture.....	192.72
Old Plank.....	.75	Salaries.....	180.50
Licenses.....	211.05	Schools.....	321.00
Fines.....	8.00	Miscellaneous.....	175.65
Receipts from Collector.....	3380.20	Cash on hand.....	580.79
	\$5545.07		\$5545.07
ASSETS.		LIABILITIES.	
Cash on hand.....	\$590.79	Clerk and Treasurer's salary.....	\$80.00
Unpaid taxes.....	19.42	Sec. Board of Health's salary.....	10.00
Unpaid taxes 1891-'92-'93.....	118.03	Collector's salary.....	30.00
		Inspector's salary.....	17.50
		Jas. McConnochie, stone.....	6.55
		15 Debentures and Coupons.....	3698.78
	\$728.24		\$3242.83

We hereby certify that we have examined the Treasurer's Accounts of the Village of Stouffville and certify the same to be correct. The above Abstract has been prepared by us from said accounts.

A. Low,
D. SPOFFORD, Auditors.

Dated at Stouffville 31st day of January, 1895.