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FOURTEENTH YEAR — SATURDAY MORNING, OCTOBER 21 1893.---EIGHT PAGES. — ONE CENT.

IT WAS APPALLING.

Awful Wreck on the Chicago and Grand Trunk.

TORONTO PEOPLE KILLED.

And a Number from Other Canadian Towns.

THE DEATH LIST WILL REACH 27.

Of Whom 20 Are Burned Beyond Recognition.

A Raymond & Whitcomb Special Crashes Into the Pacific Express From Toronto at Grand Rapids, Michigan—Three Cars Completely Telescoped and Their Human Freight Cremated in the Fire Which Followed—The Wreck Was Caused by the Engineer and Conductor Disobeying Orders—The Engineer in Jail, the Conductor a Fugitive.

Collision, fire, death, and what is worse than all, mystery, combine to make the wreck on the Chicago and Grand Trunk Railway at Battle Creek, Michigan, yesterday, one of the most appalling recorded in the long list of railroad disasters.

The accident occurred in the Battle Creek yards, and was caused by the engineer of a Raymond and Whitcomb special returning from Chicago forgetting his orders to meet at Grand Rapids the Pacific express.

The Pacific express is timed to leave Toronto at 2.50, reaching Hamilton at 3.55, leaving there at 4.16 and arriving at the Sarnia Tunnel at 8.58, and thence by the Chicago and Grand Trunk to Chicago and timed to arrive at Battle Creek at 1.30. It was about three hours late. The Pacific express was divided into three sections at Port Huron.

Torontonians Among the Killed.

Among the score odd victims of the wreck are Mr. Albert Bradley and wife of Toronto. Mr. Bradley, who is now in the hospital at Battle Creek, Mich., has had a leg amputated but will probably recover. No tidings had been found up to midnight of Mrs. Bradley, who undoubtedly is among the victims of the unidentified dead.

Mr. Bradley, manager of the Queen-street east (cor. Broadview) branch of the Canadian Bank of Commerce, left his home, 73 Victor-avenue, on Thursday at 2.50 by the Pacific express, via Hamilton, for the Chicago Fair. He was accompanied by his wife and their three little children, all under four years. Five years or so ago Mr. Bradley married a Miss Clark of Sarnia, daughter of W. B. Clark, a wealthy citizen of that place, where Mr. Bradley was for many years accountant in the Bank of Commerce. As they passed through Sarnia the three little ones were left with their grand parents. Mr. and Mrs. Bradley proceeded on the ill-fated train. The strange thing is that Mr. Bradley had arranged with the head office of the bank to leave yesterday, and when he was up seeing Mr. Aird about it the latter urged him to wait over another day, as he would then be better able to allow a relieving manager to take his place while absent. Mr. Bradley, however, was so anxious to get away and had completed all his arrangements, especially those concerning Mrs. Bradley and the children, that it was decided to let him go. Had he waited over until yesterday he and Mrs. Bradley would have escaped. But fate ordered otherwise.

Mr. Bradly was at one time accountant at Simcoe, and had been in the service of the bank for 20 years. Two years ago when the branch in King-street east was opened he was appointed manager. He was about 38 years of age, of quiet manners and slightly deaf. He was much wrapped up in his wife and his family.

Mr. Bradley was at one time a member of the Toronto police force. He took a course in a business college and was a protege of the late Senator McMaster, who was at that time president of the Bank of Commerce.

Among others who left on the Pacific express were Rev. R. Johnston, B.A., of Lindsay and his wife and his sister, Mrs. D. Hodgkin of Deer Park.

The news of the wreck created the most intense excitement in the city, it being known that there were many Torontonians on board the train, and their relatives were naturally anxious for news.

OTHER CANADIANS DEAD.

Several Believed to be Among Those Burned Beyond Recognition.

DETROIT, Mich., Oct. 21.—Following is a list of Canadians injured in the Grand Trunk disaster yesterday morning:

FRANK ROGERS, Woodstock, hand hurt.

MRS. ROBERT VANCE, Simcoe, leg broken, unconscious.

GEORGE VANCE, 14 years old, Simcoe, bruised.

ALBERT BRADLEY, Toronto, leg amputated.

W. A. RYERSON, Port Dover, leg and shoulder fractured.

WILLIAM THOMPSON, Wookstock, head injured.

HIRAM R. WILLIAMS, traveler for A. A. Allan & Co., wholesale hatters, Toronto, back injured; was taken to private residence.

It is probable that three or more of the unidentified dead were Canadians.

There are 25 bodies burned beyond recognition.

They are numbered and No. 10 is supposed to be T. A. McGarvey of Ontario, on whose body an open-faced gold watch was found.

Mrs. Bradley, wife of Albert Bradley, formerly Miss Emily Clark, a popular young lady of Sarnia, is also said to be one of the victims of the horrible disaster.

LIST OF THE DEAD.

A Description of the Unidentified Bodies and Effects.

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 jail and a conductor a fugitive from the law and the story is told in brief of the latest of railroad horrors and one of the most appalling in character of this or recent years. This is the list of dead and unidentified bodies:

E. T. MAGOON, Providence, R.I., identified by his papers in a pocketbook. Other articles found in what remained of clothing were a pair of spectacles, railroad ticket, two blank books, pocketbook containing $64 in money, silver open-faced watch, pocket-knife and bottle of pills.

WOMAN, burned to a crisp. No clothing remaining.

BOY, apparently about 12 years old. Face and upper portion of head, as well as feet, burned to a crisp. Few red hairs remaining on back of neck. In pocket of coat handkerchief with red border, chatelaine watch.

W. W. HENRY of Woonsocket, R.I., lumber dealer. Identified by business cards.

MALE, paper in vest pocket with statement from John Monro, banker, New York, to Charles Wenzel, also a note written in German from Charles E. Wenzel to Dr. Howard E. Vance.

MALE, apparently about 35 years old, heavy build, in pocket of trousers several English gold sovereigns, jackknife with horn handle in vest, silver watch, handkerchief with the initials "H.G." in old English letters, trousers were brown, made on the old English, flap style.

MALE, apparently weighed about 180 pounds; clothing destroyed; burnt beyond possibility of identification.

WOMAN, burned, hands clinched and horrible expression of anguish on face; had in pocket of skirt letters addressed to F. R. Kenzie and signed Mrs. M. Parker; envelope marked Stratford, Conn., together with $25 in money. In another pocket was a handkerchief with name F. R. McKenzie. In red plush coat taken out of the debris with the remains was a gold watch in leather case and a pair of rubbers in paper marked "Middleton, Conn."

WOMAN burned beyond identification, no clothing remaining.

MAN supposed to be T. A. McGarvey of Ontario, gold open-faced watch in vest pocket.

MRS. CHARLES VAN DUSEN of Sproutbrook, N.Y., burnt to a crisp.

CHARLES VAN DUSEN, husband of above, died of injuries this afternoon.

BABY, burned beyond recognition.

MALE too badly burned for recognition.

MALE, weigh about 180 lbs. Silk handkerchief in hand, clothing destroyed, no identification.

WOMAN burned to a crisp, no identification.

MAN about 145 lbs., no papers, silver watch with engraved initials "W.A."

WOMAN, weight about 140 lbs., chain bracelet with key lock on right wrist, burnt to a crisp.

WOMAN, weight about 100, no identification.

WOMAN, burnt beyond identification, portion of black silk dress and blue striped underskirt remaining, also chain bracelet on right wrist.

WOMAN, burnt to a crisp.

MALE, supposed from papers to be G. W. Beardsley of Watkins, N.Y. In pockets $30 in currency and two cheques one for $200 the other for $100.

CHARRED TRUNK, limbs and head missing. Medical examination necessary to determine sex.

THE SAME.

THE SAME.

MALE, apparently about 150 lbs. Open face watch. No means of identification.

One of the female bodies is believed to be that of Mrs. W. W. Henry of Woonsocket, R.I. One of the male victims is believed to be William Lewis Wilson of 832 Sheridan-road, Evanston, Ill. A valise with his visiting cards and other pieces was found in the wreck.

DISOBEDIENCE OF ORDERS.

Gross Carelessness Caused the Terrible Wreck.

BATTLE CREEK, Mich., Oct. 20.—Direct disobedience of orders on the part of the Chicago and Grand Trunk engineer and conductor, both of whom have seen long service with the company and were regarded as model employes, 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 Woolely, both residents of this place. All went well until the Battle Creek depot was reached. This was at 3.34. From here to the railroad's 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 a half 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 13 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 fated 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 Crash.

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 westbound train on the double track, and were accordingly on the alert. After receiving orders at the Battle Creek station Engineer Woolely proceeded up the double track, but instead of stopping in accordance with his instructions entered again on the single trrck.

He had hardly gone more than an eighth of a mile when the headlight 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 40 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 cut 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 in a mass to the north end of the car.

Fire Follows the Collision.

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 heart-rending agonizing cries and appeas for help from those imprisoned by the heavy timbers or held down by seats and iron framework.

The travelers 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. An 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 2000 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 meantime 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.

Recovering the Charred Remains.

The firemen then commenced the gruesome work of recovering what remained of the victims the, police taking charge of valuables and keeping the crowd at a distance. In response to an alarm from the fire station pretty nearly the entire town turned out and the residents, assisted by their wives, devoted themselves to the relief of those injured in the four cars. These were placed in buggies and carts and taken to the Nicholas Home, where a corps of physicians and nurses were in waiting to minister to their sufferings.

The first body was found about 6 o'clock, and a few minutes after a dozen were discovered in a heap around the stove of the second car. The task continued until 20 bodies or portions of human beings had been brought out of the debris.

For want of a sufficient number of stretchers, boards were nailed together and a freight car standing on the side track was converted into a temporary morgue. 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.

Agonizing Scenes.

Not until their dying day will some of the citizens who were early on the ground forget the scenes they were compelled to witness and helpless to relieve. No one 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 frame work 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 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.

Many of the articles found in the debris may lead to the identication of some at least of the long list of unrecognizable dead. These include a handkerchief marked E. Wirtz, a card of A. Allan & Co., 51 Bay-street, Toronto, a card of the Meriden Fire Insurance Company, Meriden, Conn., with pencil writing that cannot be deciphered.

General-Manager Spier and Superintendent Atwater of the G.T.R. came to the city on a special train immediately upon the news of the accident and gave instructions for the care of the injured.

Conductor Scott Surrenders.

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.

At 10.40 p.m. it is reported that Frank H. Smith cannot live more than an hour. This will bring the death list to 27.

Frank Rogers of Woodstock, Ont., was in the second coach, the one next to the smoker. He escaped through a window and helped a woman out.

Every seat in the car was occupied by two persons except two with one occupant each. There were only seven that escaped alive from this car.

The Fated Thirteen.

Superstitious citizens are commenting on the fact that there were 13 coaches on the fated train and that the train from which the fire started was numbered 13. It had been in previous wrecks.

THE OFFICIAL REPORT

Says the Driver Forgot the Order to Await the Arrival of No. 9.

MONTREAL, Que., Oct. 20.—The following official despatch was received at 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 a half 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 13 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 fated 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.

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For earlier reports see fourth page.

Five Tramps Killed at Trenton, N.J.

TRENTON, N.J., Oct. 20.—By a collision last night between two freight trains on the Philadelphia & Reading Railroad near Trenton Junction five tramps were killed. Conductor Altman was seriously injured.

Elder Simpson Drowned.

CHATHAM, Oct. 20.—Elder James Simpson, of the A.M.E. church, was drowned here in McGregor's creek about 7 o'clock this morning. He had been suffering from mental aberration for some time.

No More Gray Hair.

To revive the natural color and appearance to the hair, no matter from what cause it may arise, use Luby's Parisian Hair Renewer; it removes dandruff, cools the scalp, strengthens the hair, and gives it its natural youthful appearance. Luby's is the best and the surest and the safest preparation ever known for the hair and mustache; a few trials will convince you. 6

"I don't believe I should sleep on Saturday night if I didn't get The Toronto Sunday World."

Cigaret Coupon.

Any male adult bringing this coupon will receive free a package White Caps cigarets; new line just out. Alive Bollard.

Try Watson's Cough Drops. ed

Personal.

Dr. Hood of 720 Spadina-avenue has opened a dawntown office in the Janes Building, cor. King and Yonge, in connection with Drs. Canniff, Nattress, Henwood and Dixon.

Have The Toronto Sunday World delivered at your house every Saturday night.

GONE WITH HIS WIFE'S NIECE

A SENSATIONAL ELOPEMENT AT THE NORTH END.

John Tombleson Deserts Wife and Children and Clears Off With Miss Gerow, a Toronto Domestic—She Was His Annie, He Was Her John.

John Tombleson, aged 33, an employe of Milkman Bryce, and who for two years past has resided with his family in Erskine-

JOHN TOMBLESON.

avenue, North Toronto, has eloped with his wife's niece, Annie Gerow, aged 20, deserting a wife and two children, aged 5 and 8 years respectively.

Tombleson, who originally came from Kingston, was married in 1887 to Catharine Louise Gerrow at Uxbridge, Ont. The couple lived at Uxbridge until two years ago, when they removed to North Toronto. Tombleson secured employment as a brakeman on the Midland Division of the Grand Trunk. In 1891 he left the railway and has since worked for Mr. Bryce.

In August last his wife was afflicted with an illness to which married women are susceptible. It was then that her niece, Annie Gerow, daughter of William Gerow of Whitevale, who had been employed as a domestic with Barrister Samuel C. Smoke of 530 Ontario-street, for a year or two previously, came to visit her. Mrs. Tombleson was in bed at the time, and the girl remarked, "I cannot leave you and go back to service, with death staring you in the very face. Home charity is first of all."

Annie telegraphed back to her employer that she could not return, and remained at Tombleson's. Mrs. Tombleson suspected that everything was not as it should be between her neice and her husband, but being unable to leave her bed could do nothing.

Only Platonic Love.

Shortly after the burial of the child, which died at birth, Mrs. Tombleson found

ANNIE GEROW.

the girl seated on her husband's knee, and Annie put up her lips to kiss him just as the wife entered the door. There was a scene, but both assured Mrs. Tombleson that it was but an exhibition of platonic affection and lulled her suspicions. A few nights afterwards she discovered them in a room together. Both were crying and they confessed that they had decided to commit suicide together. The girl was seated at her writing desk and had just commenced a letter of farewell. Each upbraided the other and Tombleson told Annie that he was going to tell her auntie all about it.

Subsequently Tombleson took a razor, left the house and said he was going into the bush to cut his throat. He returned, however, without executing his threat. The razor was subsequently found in the bush in a crotch of a tree.

Preparing For the Flitting.

On Friday last Annie left to enter the employment of George F. Bostwick, No. 10 Dale-avenue, Rosedale. After her departure Tombleson seemed to be dispirited and on more than one occasion his wife heard him chanting:

Shall we never more behold thee,
Never hear thy voice again;
When the springtime comes, gentle Annie,
When the wild flowers blossom here again.

On Oct. 16 Tombleson left, stating that he was going to Peterboro or Port Hope in search of work. On learning that he had drawn all the money due him from his employer and attempted to borrow money from his friends, Mrs. Tombleson suspected that he had gone to join her niece. Mrs. Samuel Clay, a friend, repaired to Mrs. Bostwick's and learned that the suspicions were correct, and that Tombleson had called on Annie the previous day. Annie then told her mistress that her uncle had brought word that her father had been kicked by a horse and was dying, and she had to leave. She accordingly left the house with the "uncle." The carter who drove her effects from the house stated that the couple took a train at the Union Station, but whether they went east or west he did not know.

The Wife is Destitute.

Both of the elopers are well-known in the city. The girl Annie Gerow invariably wore a hat surmounted with Marguerites, and for this reason was a conspicuous figure on the street. Tombleson nicknamed her Marguerite, and was fond of quoting to her the old ballad:

Marguerite, my star of hope,
With you, my love, I will elope.

He had known her for many years and it is generally believed that the liasion between them began some years ago. There was a peculiar affinity between the two. Tomlinson had his thumb crushed while coupling on the G. T. R. and Miss Gerow had her foot trampled upon by a horse and badly mangled.

Before leaving Tombleson kissed his wife and children and then abstracted from the bureau drawer every cent of money in the house except 15 cents.

"He left but three fires of wood in the house," said Mrs. Tombleson to The World yesterday. "My father will never go to heaven," added 5-year-old Nelly, a little crippled girl who was playing on the floor, "because he went away with Annie and left Mamma home all alone."

MAY FIGHT IN LONDON.

The National Club Asked to Put Up a Purse For the Corbett-Mitchell Fight.

LONDON, Oct. 21.—Fleming of the National Sporting Club received a cablegram last night asking what purse he would give for the fight between Corbett and Mitchell if it should be decided at the National Club.

The despatch said: "Mitchell and Corbett cannot possibly box here. What offer will you make? Both men are anxious to meet in England."

The despatch was signed "Dave Holland."

A meeting of the directors of the club will be held as early as possible, and no doubt every effort will be made to have the fight settled in London.

TO A NEW USE.

A Modern Application for an Old-Time Proverb.

Never put off til to-morrow what you can do to-day.—Old Saw.

Of course the advice conveyed in the familiar saying is not required in your case. Therefore it is only necessary for us to say that during the few remaining days of this month you may have your new seal jacket made to order at summer prices at Dineens'.

Where there is such an inducement offered you should have no difficulty in deciding to order at once. After Oct. 31 this offer will not hold good. Only those who come before the conclusion of the October fur sale will be able to take advantage of the reduction, which is considerable, as the experienced know.

As to the quality of work, style and fit of the garments produced by W. & D. Dineen it is hardly necessary to say anything. The firm has secured an established reputation as the premier fur house of the city, and the articles made by the firm are always such as will sustain and justify its prestige.

The advantages of having seal garments made up early in the season are obvious. The new skins are in and the first to come will get the choice fur. After Nov. 1 the magnificent staff will be too busy to allow of any special prices.

Every lady in Toronto should see the new styles in winter-wear at Dineen's. The showrooms at King and Yonge-streets are well worthy of a visit.

THE AMERICANS PRAISE HIM.

Goldwin Smith's Excellent History of the United States Well Received

"The author has, as those who know him do not need to be told, a style which is nothing less than fascinating, and a delightful literary flavor pervades all his work. The book is, of course, a marvel of condensation. Considered merely as a literary composition, it would command high praise. Now offered at McKenna's, books and news, 80 Yonge-street. Its lucidity, its graphic narration and its constant avoidance of even an approach to dulness are quite as remarkable as its incisiveness of judgment and originality of view."

Butter! Butter!! Butter!!!

Fresh arrivals to-day, 90 packages dairy butter in tubs and crocks, also quantity of large rolls. Parties requiring butter will do well to see this lot, as prices are low. Skeans Dairy Company, 291 King west. Telephone 2298. 246

Don't omit to buy The Toronto Sunday World to-night.

Drink Pure Water.

All the Canadian mineral waters are bottled in Toronto. "Sprudel" is bottled at the spring, and that is the reason physicians recommend it. Wine improves with age but water does not.

Ask your druggist for Gibbons' Toothache Gum—it cures tooth-ache instantly. 246

In a Line or Two.

"My Optician" of 159 Yonge-street is an old-established firm in Toronto, having made optics a specialty. Examines eyes correctly, charging only for spectacles. 56

S. Margaret's Church harvest festival will be held to-morrow. Rev. Prof. Clark of Trinity College will preach in the morning and Rev. Septimus Jones in the evening.

The Yonge-street cars are now running to the Union Station by King and York-streets. But Front and lower Yonge-street are still unfinished. Who is trying to put the granite sets at Colborne and Wellington-streets anyway?

Special harvest home services will be held at St. John's Church, Norway, to-morrow. Rev. Dr. Langtry will preach in the morning and Rev. Mr. Ashcroft in the evening. There will be special musical services by the choir. Collection on behalf of the widows and orphans fund.

Messrs. Dickson & Townsend will sell by auction on Wednesday and Thursday next a valuable collection of china, bronzes, pictures, engravings, furniture and bric-a-brac, the property of Eimes Henderson, Esq., at 40 St. Joseph-street. The sale will begin each day at 11 o'clock.

Louis Post's lecture in the Auditorium last night was largely attended. He will speak in the same place Sunday afternoon.

Mrs. Agnes Pearson, 148 Cowan-avenue, and Mrs. Mary Seymour were arrested yesterday charged with the larceny of four pairs of boots from T. Eaton & Co.

William Denison spent last night at Headquarters. He is wanted at Cooksville on a charge of embezzlement supposed to have been committed a year ago.

The Trades and Labor Council, at its meeting last evening, decided that the council should have a representative on the Public School Board, and urged that the City Engineer insist upon the adoption of a transfer ticket by the Toronto Railway Company.

The house at the Grand last night was not so large as the merits of Captain Swift as a play and the cast of character that produced it, deserved. The play has many strong points about it. The interest, which partakes of the nature of excitement and curiosity, never lags, and the situations are managed carefully.

Newton, Picador, La Ultramauna, Oscar Amanda and and La Ingenuidad reduced 4 for 25c, 15c Newton reduced 10c, Entre Nous, Galilee, La Rosa, Castella, Viriginia, reduced 3 for 25c. Hole in the Wall, 167½ King east. 46

BRITISH VICTORIES IN AFRICA

A MATABELE DEFEAT THAT MAY BE DECISIVE.

One Casualty on the Side of the Colonists—A Hundred Natives Killed—The Columns Unite and March on the Matabele Capital—A Slight Skirmish on Sunday Last.

CAPE TOWN, Oct. 20.—There is absolutely no truth in the sensational reports cabled to Canada that the Matabeles had defeated the British colonists' forces; on the contrary, the British columns were victorious in two engagements and are now advancing upon Buluwayo, the capital of King Lobengula's territory.

The First Victory.

The British Chartered Company's officials at Fort Victoria sent a despatch to the Government officials here yesterday evening announcing that their column, which has been advancing upon the Matabela Impis, had encountered the enemy and after several sharp minor engagements met and defeated Matabeles on Oct. 16 at Indiamas Mountain.

At the same time the Fort Salisbury column engaged and defeated the enemy near the same place.

The two columns eventually formed a junction, driving the Matabelas before them, and then began an advance upon Buluwayo. Administrator Jameson rode between the columns, thus insuring co-operation.

The report adds that with ordinary luck the combined Fort Victoria and Fort Salisbury columns should be able to cope with any number of Matabeles. The Fort Charter column also took an active part in the engagement.

Capt. Campbell Killed.

Capt. Campbell was shot in the leg. The wounded limb was afterwards amputated, but Campbell died. No other casualties are reported on the side of the colonists. The number of Matabeles killed is estimated at 100. No details were received respecting the number killed in the Fort Charter column's engagement.

The defective state of the telegraph wires to the Chartered Company's forts prevents full details of the engagements reaching here as promptly as desired.

The Scene of the Fight.

The weather continues fine. The scene of the defeat of the Matabeles is on the right bank of the Tokive, thirty miles west of the Chartered Company's pioneer road between Fort Victoria and Fort Charter, 120 miles southwest of Fort Salisbury. The country in which the British columns are operating is a most difficult one for the transportation of troops. The country is studded with enormous rock hills, and in some places it is necessary to climb up, then pull the provisions and ammunition up after.

Administrator Jameson is receiving the highest praise for the able manner in which he brought about the junction of the two columns, which is a movement of the greatest importance to the success of the expedition. It is predicted that the British columns will bring about a speedy and successful ending of the campaign.

The Colonist Forces.

The advancing force of the colonists is variously estimated at from 2000 to 3000 men, which were drawn from the forts of the British South Africa Company, all directly under the command of Dr. Jameson, administrator of the colony. The command divided into three divisions.

The Matabeles are largely armed with rifles but are short of ammunition and not skilled in the use of this weapon.

The route whereby the British columns will proceed to Buluwayo crosses the Matoppo Mountains by way of the Kulakule Pass. The road is most difficult and dangerous.

The Battle May Be a Decisive Blow.

LONDON, Oct. 20.—Charles Rudd, one of the three original Mashonaland concessionaires, who lived a long time at Buluwayo, says that the importance of the battle cannot be ascertained. The company's forces probably encountered Inbezive Impi on the way from the capital. This Impi is a most warlike tribe and the defeat is likely to prove a decisive blow. In conclusion Mr. Rudd says there is nothing to prevent the British forces from occupying the capital of Matabele Land during the coming winter if necessary.

Lobengula Will Be Between Two Fires.

CAPETOWN, Oct. 20.—No news has been received from the Goola Adams column, which is not expected to reach a point to the southwest of Buluwayo until the early part of next week, when King Lobengula will be between two fires.

Colonial office officials and representatives of the Chartered Company entirely discredit the report that this division has suffered a reverse.

A Skirmish on Sunday.

LONDON, Oct. 20.—The correspondent of The Pall Mall Gazette, who is with the Fort Salisbury column, telegraphs from Johannesberg: Col. Brabant, with a force of 400 natives met a strong force of Matabeles near the Malopol hills on Oct. 15. The colonel captured 200 head of cattle, but retired upon the arrival of strong reinforcements for the Matabeles. The latter did not pursue for any distance, but returned to the hills. Twenty-seven Matabeles were killed in the skirmish. The correspondent says the Matabeles were the aggressors on Monday and they endeavored to prevent the junction of the columns.

Further Fighting.

Rumors reached Fort Victoria from natives that there has been further heavy fighting and that the whites have been again successful. More details of the engagements are expected very soon.

Mr. J. A. Martin, manager of the Headquarters sample room, says that notwithstanding the large number of mineral waters on the market 95 per cent. of their customers ask for "Sprudel" and will not take any other water.

Clergymen, lawyers, doctors all read The Toronto Sunday World.

Arlington Hotel.

For comfortable bright rooms and combined with reasonable rates and excellent cuisine the Arlington Hotel has not its equal in Toronto and those who desire permanent winter quarters should hasten to make their arrangements before the best rooms are taken. ed

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

Enlarged Veins.

Seamless elastic stockings for varicose veins and special goods in this line for rheumatic people. Only to be had at Charles Clothe, 154 King-street west, opposite Rossin House, Toronto. 6

The World will discontinue their Island delivery after Saturday, the 21st inst.

ANOTHER COMPETITION.

The Double-Crown competition being over and the Ballooning Spider having been explained The World proposes to open up a new line this morning. Two days ago Lighthouse-keeper Durnan arrayed in a velvet coat and accompanied by Dave Warin were in The World office discussing the ballooning spider. The Editor asked Durnan how old was his coat—it had an ancient look. He declared it was not very old. Thereupon the Editor pointed to a coat of his hanging on a peg which he declared to be 18 years of age and still in use. It is of shepherd tartan tweed and was made by Mr. Noble, who kept on Yonge-street near Albert many years ago. Whereupon Dave Warin said he had a corduroy jacket for shooting nearly that age. O. E. Sheppard, who came in shortly after, says he has a velvet coat 15 years old. The boss-letter carrier says he still has his wedding coat, a copious frock, in good condition, but only worn on the one momentous occasion. It must be 23 years old.

On these incidents does The World propose its old-coat and old waistcoat competition. Wedding coats and dresscoats excluded. The World will present a fine silk hat to the citizen who can show the oldest coat in actual or occasional use, and a walking stick to the owner of the oldest waistcoat. The Old-Coat Editor will have a jury of reputable citizens to assist him. The competition is now open.

A Man With Odd Eyes.

Dear Mr. Spider Editor: I don't believe there is another man in Toronto except myself whose eyes are of two different and distinct colors. One of mine is a light blue the other a dark brown. Can you produce a nice young lady with this peculiarity. I am looking for a wife. Yours truly, W. F.

The Odd-Eyed Editor is now open for business. O. E. E. WORLD.

DUNDAS POSTOFFICE BURGLARIZED.

The Safe Blown Open—Stamps and Registered Letters Stolen—The Loss Nearly $350.

DUNDAS, Oct. 20.—At an early hour this morning the safe in the Dundas Postoffice was drilled and blown open with dynamite, or some similar explosive, and the robbers succeeded in getting away with nearly $350 in cash, registered letters and postage stamps, the principal portion of the take being in stamps.

The mechanism of the safe lock was torn completely away from the outer plate of chilled steel that formed the door. Portions of the iron work flew eight feet away and smashed in the panels of the door leading into the hall. The job is attributed to amateurs.

The Advantages of an Income.

There are few things in the world more comforting than independence—the feeling of having something, and the certainty that one's wants will be supplied without the absolute necessity of hard work, or the charity of dear friends to supply them. To feel the general feeling of satisfaction which people with means at their command are supposed to feel, and which warrant them making plans and arranging for certain expenditures, is one of the comforts of independence, a condition which ought to be the most agreeable of all conditions, and one which everybody, to the best of their ability, should strive after

And gather gear by every wile
That's justified by honor:
Not for to hide it in a hedge,
Nor for a train attendant,
But for the glorious privilege
Of being independent.

But it would be well for the great body of small capitalists to be cautious about independent plans of investment. All the money that is stolen by highwaymen, burglars, pickpockets and such is a mere bagatelle when compared with the amounts sunk in making short cuts to wealth. A man's best friends are often, financially, his worst enemies. He believes in them so completely and is so impressed by their blarney that he invests where no one else could induce him to do so, and it costs him thousands of dollars to learn that his sincerest friend may be the rankest visionary.

For these reasons and others life insurance is the safest depository and the best investment for the savings of most men. The annual premium necessary to a $5000 endowment policy is not much, in fact, not so much as most people imagine. Get our rates for a double-maturity policy at your age and judge for yourselves. The double-maturity policy of the Manufacturers' Life is an endowment policy—the cheapest and the best ever offered in this country.

Eight People Hurt.

CHICAGO, Oct. 20.—The New Orleans limited over the Illinois Central Railway was wrecked by colliding with a coal train three miles beyond Kankakee at 11 o'clock last night. Two persons were seriously and six others slightly injured. The seriously injured are: D. Davis, Flippen, Ga.; L. R. Saffer, Fisher, Ill.

Almozin Wine is Good

For impoverished blood; for the enervation of the vital functions; for the inactivity of the stomach; for pallor and debility. See analysis and hand bills to be had from all the druggists. Gianelli & Co., 16 King-street west, sole agents for Canada.

Publicity the Life-Blood of Trade.

With whatever retiring and delicate feelings a man may be endowed by nature, when he embarks in business he enters a field where silence and unobtrusiveness are the guide-posts to oblivion. The man of business must stop the public in its rush along the sidewalk. In his startling and seductive window displays, quiet not only arrests attention, but causes the public to share his own enthusiasm.

A Sure Investment.

A policy of life insurance on the investment plan in a responsible company, such as the North American Life Assurance Company, Toronto, is a sure and certain investment.

Their Compound Investment Plan is admirably adapted to meet the wants of every class of insurer.

Write or make personal application to the company or to any of its agents for particulars of their plans. 246

Nature's invigorator of the Digestive Organs, Adams' Tutti Frutti. See that Tutti Frutti is on every five cent package.

Patronize Home Institutions.

The Ontario Mutual Life is a purely Canadian company. Its mortality experience attests the wisdom of careful selection of risks. Its policy contracts are the most liberal. Its rates are lower, while its actual results have never been equalled by any foreign company. Full information at office 32 Church-st. 6

The thin and pale win color and firm flesh through use of Microbe Killer.

Cigarets Free.

Each day from 2 p.m. until 8 to any adult a package of White Caps, new line, fine quality. Alive Bollard.

Try Watson's Cough Drops. ed

Important Notice.

Blight Bros., stationers, have removed from The Globe Building, corner Yonge and Melinda-streets, to 65 Yonge-st. 246

Try Watson's Cough Drops. ed

Monumental.

D. McIntosh & Sons, 534 Yonge-street manufacturers and importers of granite and marble monuments. Note address. 246

MARRIAGES.

THOMPSON—BURNS—At St. Luke's Church, on October 19, by the Rev. John Langtry, assisted by the Rev. Arthur Manning, Andrew T. Thompson of Osgoode Hall, barrister, youngest son of the late David Thompson, M.P., Haldimand, to Violet Isabel, only daughter of Dr. J. H. Burns, College-street.

THREE CASES OF SHOOTING.

*THE JURY DIS