

The Chatham Daily Planet.

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NO. 114

HATS FOR THE LITTLE BOYS AND GIRLS.

Straw Hat time is here and we have provided for the wants of our little friends. We are showing fifteen different styles ranging in price from

...25c. to \$1.50...

Bring your boy or girl and we can fit them out in a manner that will please you at a very small cost.

BOYS' WEAR PANTS

And it is economy to get a tough piece of Tweed to make them from. We have about 20 pieces Scotch and Canadian Tweeds, regular price \$1, on sale at 60c. yard.

Towel Special, Friday

Size 18 x 36, Huck Linen Towels, hemmed, ready for use, red and blue borders, regular price 12½c, on sale Friday at 10c

Unbleached Table Linen.

72 in. wide, at 36c, on Friday. Fine glossy finish, Irish manufacture, nice pattern, reg. price 50c, on sale Friday at 36c

Print Wrappers.

You should have one of them. They're fine quality, stylishly made, and perfect fitting. Come in and see them.

THOMAS STONE & SON.

Before Buying Your New Carpets

SEE OUR SELECTION OF

Scotch Carpets & Rugs

The designs and colors cannot fail to please, and the low prices will surprise you.

Axminster which surpass in beauty and value anything ever shown in Chatham before \$1.30 and \$1.50 per yd.
Brussels, 5 frame, in Oriental and floral designs, surprisingly good values, \$1.15 per yd.
Rugs in all sizes, \$1.65, \$3.25, \$5.00, \$35.00, \$45.00
We show also other good makes of
Brussels at 80c., 90c., \$1.00
Tapestries at 40c., 50c., 55c., 60c., 75c.
Wools, 2 ply and 3 ply, at 65c., \$1.00
Unions at 25c., 35c., 40c.

All Carpets over 50c. per yard made and laid without extra charge.

H. McDONALD & CO., FURNITURE and CARPETS.

WESTMAN BROS.

Warm Weather Goods

ARE NOW IN STOCK—IMMENSE ASSORTMENT OF

REFRIGERATORS,

All Prices, from \$5.00 to \$40.00 Each.

SCREEN DOORS,

All sizes, \$1.00 to \$2.50.

SCREEN WINDOWS,

All kinds and sizes.

RUBBER HOSE

That we can Guarantee.

WESTMAN BROS.

BIG HARDWARE.

WAS REGULAR "ROUGH HOUSE"

There Were Doings at a Lorne Avenue Domicile Last Evening.

Masked Men Armed With Cudgels Put Things on the Rough—Neighbors Weep Not

A real case of "rough house" was developed in this city last evening and the crowd that visited the place about eleven p. m. saw the best wrecked home that ever was. The work of destruction was carried on with a vengeance. It was nearing eleven o'clock, when two females, accompanied by a man, reached King street in the vicinity of the Rankin House. They claimed that their house had been broken into on Lorne avenue by about fifteen masked men and was being demolished. They asked that the services of the whole police force be summoned to their assistance. P. C. Darr was called by phone from the police station and accompanied the three to their home. A crowd of young men from the Rankin Hotel and vicinity acted as a guard of honor. Arrived at the house, all was quiet and nothing was discovered but the best wrecked home in the world.

The house in question is located on Lorne avenue about opposite the Home of the Friendless. Herbert Amiel and two women, known collectively as the Sugar Bees, knew the place as home. One of the women, Maggie Wilson by name, Herbert claims to be the husband of. The women own reputations of the gilded variety and the neighbors have been complaining about the house. The story of the inmates was like a dime novel. They were quietly sitting in the house about 10.30 p. m. when suddenly several panes of glass at the rear of the house were broken. Then a crowd of 15 or 16 masked men arrived with oak spears from the Rankin Hotel and began to break up. They offered no violence to the Sugar Bees or the man. In fact, one of the masked men is said to have remarked to the Wilson woman, "We won't hurt you, Maggie. The three occupants of the house, however, were frightened and came down town for the police.

When they returned with P. C. Darr and his guard of honor, they found the house deserted, but the place was an awful wreck. Things were in a frightful mess. Stoves, chairs, dishes, furniture, lamps, etc., were smashed and broken and scattered all over. Pickles, butter and other eatables had been added to the heterogeneous mass of broken household furniture and such a sight as the house presented had to be seen to be fully appreciated. The wreck was very complete even in details. The coal oil from the lamps only made the interior of the house more horrible. The windows had all been smashed and the ashes were gone from some of them. This morning officer Thomas Groves went down to investigate the little masquerade episode. He found the neighbors very jubilant over the disaster. They seemed to welcome the calamity that had befallen the domicile of Herbert and his female friends as a divine blessing. The policeman thinks that the raid was made with a view to getting rid of undesirable neighbors and he is working on several clues that he has discovered. The Home of the Friendless is right across from the scene of the little masquerade party, but the once happy refuge of the many isn't now even a home for the friendless.

CALLED HOME.

Miss Mabel Hunter, only daughter of John Reeve, barrister, of this city, passed peacefully away last evening at her home, Elizabeth street. Deceased was 23 years of age, and has been ill since last May. She has been out west for some time in search of health, and returned home a few days ago.

She was one of the most even-tempered and sweet-dispositioned young ladies in the city, and was very popular with everyone who knew her. She was an active and energetic member of the William St. Baptist Church and taught a class in the Sunday school.

She attended the McKeough school for seven years and the C. C. L. for three years, and during that time she never had a demerit, and was never once late for school. Much sorrow is felt on account of her untimely death.

The funeral will take place tomorrow afternoon at 2.30 o'clock to the William St. Baptist Church, thence to Maple Leaf Cemetery.

Bruce Peate, who for the past two years has been a valued and trusted employe of the Lake Erie railroad, has accepted a position as operator on the C. P. R., and leaves next Friday afternoon for Toronto, where he will receive orders as to his assigned charge. He will be stationed at some station between Toronto and Montreal. Mr. Peate has held several responsible positions on the Lake Erie, and they are sorry to lose the services of such a valued employe. He was latterly employed as operator at the Grand Trunk Junction.

TERRIBLE RAILROAD WRECK ON L. E. & D. R. R. AT BISMARCK

Three Men Killed and One Badly Injured—Chatham Auxiliary Called For—Many Passengers Had Narrow Escapes—Awful Collision.

Bismarck, Ont., April 29. — At 7 o'clock this evening a terrible wreck occurred at this place on the L. E. & D. R. R. killing three and injuring several other people.

The local east-bound train was standing at the station when an east-bound gravel train came around the curve, and completely telescoped the coach of the local train, which contained a number of passengers and workmen.

The train was given when the train was seen coming and most of the passengers escaped.

Thos. Luton, of Dutton, both legs cut off, and died shortly after.

John McGill, of Iona, killed instantly.

John Olger, of Ridgeway, killed instantly.

Dr. Bennett, of St. Thomas, and a number of others narrowly escaped with their lives.

A wrecker has been sent for, and the work of clearing the track is being pushed forward.

George Country, of Fingal, was badly injured, but will recover.

The gravel train was in charge of Conductor Calk and Engineer Austin.

ANOTHER ACCOUNT.

St. Thomas, Ont., April 29.—A most disastrous wreck occurred at Bismarck, twenty-five miles west of this city, on the Lake Erie & Detroit River Railway (the Canadian division of the Pere Marquette Railway) about five minutes to seven this evening, in which three lives were lost, and one person severely injured. One of the killed being a passenger and the other two railway employes.

The dead are:—

John McNeil, laborer, Iona, Ont.

John Olger, laborer, Ridgeway, Ont., killed outright.

Thomas Luton, about 75 years of age, of Dutton, died from injuries received fifteen minutes after the wreck occurred.

The injured—George Coventry, Fingal, Ont., badly, but will recover.

Dr. Webster, of the disaster and at upon the scene of the injured man. Others escaped with slight bruises, and a severe shock.

The local train, known as the mixed, which is due at Bismarck at 5.25, left Ridgeway 45 minutes late, and arrived at Bismarck an hour and ten minutes late, and after doing some shunting and switching in the yard, had the train connected, and was standing on the main track in front of the station, waiting for orders to proceed east, when along came the gravel train, also from the west, and dashed into the rear end of the mixed train, completely telescoping the passenger coach and totally wrecking several cars. The platform of a station was ripped to pieces and a portion of the wreckage was thrown up close to the station.

The local train was in charge of Conductor Calk, and the engineer on the wrecked train was Jim Austin, of London.

The telegraph operator at Bismarck claims he knew nothing of the approach of the gravel train, and the engineer claims he received a clearance order to run right through from the train dispatcher at Ridgeway. The signal was turned against the approaching train, but it is only a small board close to the station and cannot be seen any distance away. It seems the stations along this line have not yet been equipped with the new system of signalling trains.

A PASSENGER'S STORY.

Dr. Frank E. Bennett, a dentist, of this city, was one of the passengers who had a most miraculous escape.

When the disaster was seen at his residence No. 15 Hincks street at midnight he was found lying upon a couch suffering badly from the terrible shock. There was only one other passenger waiting at the depot, that being the poor old man Luton, who was going to his home in Dutton.

The doctor says Mr. Luton had boarded the train, just ahead of him, and he was in the act of getting on. He had just grasped the rail, and was about to lift himself upon the steps of the coach, when he in some unknown manner happened to glance down the track west and noticed the on-coming train about three or four hundred yards away, coming around a slight curve and running about 20 or 25 miles an hour. He (the doctor) yelled "What's that train doing coming down there. Look out for a wreck!" and with this most precious warning jumped back, and ran some distance.

"Nearly all the people in the coach heard my cry," said the doctor, "and hastily left the train. There were some twenty or thirty trackmen on top of some of the box cars. They all jumped down and madly rushed toward the coming train, trying to signal it to stop, but to no avail. Luton, the dead passenger, had got off of the ill-fated train all right, but was caught between the train and platform, being terribly injured and one leg severed. He died 15 minutes after the accident occurred. Mr. Luton is the father of Mrs. A. D. Urbin, of Dutton, Ont., wife of the proprietor of the Queen's Hotel.

"Yes, I am thankful, indeed, for my narrow escape," Dr. Bennett remarked. "It was the first wreck I ever saw, and I hope it may be the last. The scene was one never to be forgotten. The crashing of the broken timber, the twisting of the iron, the hissing of the steam and capping of the boiler of the locomotive, and above all the cries of the injured, and the frantic excitement of the people all go to create a horrible picture, one which no man would wish to again witness. I believe if I had not noticed the train and boarded the coach everybody in the coach, some twenty-five people, would have been crushed to death or severely injured."

WHAT TRACKMEN SAY.

The engineer of the gravel train, which pitched into the local, claims the train rounding the curve and seeing the train standing there, he immediately reversed the brakes, but was unable to stop the train. Both he and his firemen jumped when about a hundred and fifty feet from the mixed.

The brakeman says he applied the brakes to no less than seven cars before leaving the train, but apparently nothing could stop or even lessen the speed of the train.

The mixed was composed of some twenty-five or thirty freight cars and one passenger coach, and the work was made up of about twenty flat cars, loaded with gravel, and consequently would be hard to stop quickly.

Jim Austin, engineer, who jumped to save his life, is a young man about 28 years of age, and is said to belong to London. He is a son of the mechanical superintendent of the Lake Erie Railway at Walkerville.

Mr. A. McKenzie, a prominent merchant of this city, was on the ill-fated train. He was in a horse car, some six or seven cars from the end, with a horse he had purchased up the line. Both Mr. McKenzie and his charge escaped without injury.

Upon being asked if the trainmen were guilty of neglect in any way, Dr. Bennett said:—"Nothing; they were entirely helpless."

This is the first serious wreck the Lake Erie has experienced, and the first one wherein any lives were lost. The officials of the road say the wreckage is a total loss, and will in all probability be burned at the scene of the wreck.

CHATHAM TRAIN.

The auxiliary from Chatham was immediately called out as soon as the accident happened and it left the city at 7.55 under the charge of Engineer Conductor Hutchinson and Wm. Turtle, foreman of the local repair shops. They made a record breaking run to the scene of the accident and returned to the city at 8.30 this morning. The work of clearing the wreckage was under the direction of Wm. Turtle, who deserves great credit for his work as he had the track cleared by six o'clock this morning, after working steadily with his gang of men from the gravel train all night.

"It was an awful sight," said one of the men who was on the scene. "No. 66, the mixed train, was just commencing to move out of Bismarck when the special and train came thundering along behind her. The conductor of No. 66 could see the special coming and he pushed into the passenger coach, which was attached to the rear of the train, and called to all of the people to get out. There were a number of workmen in the coach besides a few passengers and all of them got out but one man. I can't understand how he did not get out. He was killed when the crash came."

"One of the workmen also after he had got out of the coach went back to get his dinner pail and an engine snatched the coach just as he was alighting the second time and he was jammed between the coach and the platform. The other man who was killed was a workman who in some way was mixed up in the wreck. These were the only three people who were at all injured. All of the rest on both trains escaped. Both the engineer and the fireman on the special jumped for their lives when they saw the crash coming.

"There were six cars derailed and smashed, but no freight was injured. The coach of the freight was thrown completely on top of the engine of the special and the six cars were perfect wrecks—all piled up in a bunch."

All of the officials of the road were on the scene of the disaster. The engine of the special was not as completely smashed as would be expected. It was sent to St. Thomas for repair. Geo. Ranchon, the fireman on the special, who jumped for his life, is a Chatham boy, while Thomas Luton, of Dutton, one of the men killed, is the grandfather of Mrs. A. C. Woodward, of this city.

If you want to purchase a lot on William St., in the Athletic ground survey, you had better lose no time in making your purchase. They are going quickly. See D. McLachlan, at the Business College or at his residence, for particulars.

OBSERVANCE OF THE SABBATH

Address by Rev. Dr. Young to Chatham Congregations Last Night

Deplores the Pleasure-Seeking and Money-Grabbing Tendencies of the Age.

The annual meeting of the Chatham branch of the Lord's Day Alliance was held last evening in the First Presbyterian Church. There was a fair attendance, principally of ladies. Rev. T. T. George, the president of the local branch, occupied the chair, and after the opening hymn and Rev. most Battisby had led in a short prayer, opened the meeting with a short address on the Lord's Day Alliance work.

Mr. George said there were 378 branches of the Lord's Day Alliance, and the Chatham branch has a membership of 75. He spoke of the work of the society, how 200 cases of non-observance of the Sabbath had, when remonstrated with by the secretary or executive committee, been immediately stopped. Mr. George in the course of his remarks referred to local instances where a man in a certain factory had been asked on Saturday night to return on Sunday to fix up some machinery for Monday, and he had replied that he would not. The speaker said that the object of the society was to help these men. Mr. George cited the case of most day night shopping among Chatham people, leaving purchasing till Saturday night, when it might just as well have been done on Friday. In leaving it till Saturday night the parcel boys had to work until all hours of the night and sometimes on Sunday morning. Mr. George said he wished all the citizens of Chatham were present, so that he could ask them to refrain from Saturday night shopping.

Rev. Dr. Young, of the First Methodist Church, St. Thomas, the next speaker of the evening, is a most pleasant speaker. His address of last evening was most interesting and instructive. This was his second visit to the Maple City, he said, and he was delighted with the city. Mr. Young, in his address, spoke of the Sabbath and its uses, the safeguard which must be used to retain it as a day of rest and worship.

The Jews laid down laws forbidding 39 different things on the Sabbath day. The speaker said that was very poor legislation, and what was necessary was general principles. The Sabbath was made for man, not man for the Sabbath.

"The two great enemies of the Sabbath," said Mr. Young, "are, first, the lover of pleasure, and this is a great time for pleasure, as money is plentiful; and the money-grubber is the second. The pleasure seeker will have his Sunday excursion, his Sunday newspapers, his Sunday baseball. I love sports; there's no one loves them more; but what kills it is this professionalism; it's a regular feeding ground for gambling. I don't think it possible to have Sunday baseball in Ontario, and I hope it never will be."

"There are 100,000 people in Ontario who do not know the sacred rest of a single Sabbath in the year, do not know what it means, and they are bound purely to a financial end. 'If, for myself, would want an old-fashioned Puritan Sabbath, but the Lord's Day Alliance does not go that far; its idea is to create a sentiment in favor of a full day of rest and worship for the Sabbath,' concluded the speaker."

Hugh McAuley read the treasurer's report, which showed a small cash balance on hand.

The nominating committee, which had been appointed, reported that they proposed all the old officers be re-elected. The report was adopted.

Each church was instructed to appoint two representatives.

A hearty vote of thanks was tendered Rev. Mr. Young for his splendid address.

Girl's Strap Slippers.

A large variety of Girl's Strap Slippers has been put into stock at prices from 50c. to \$1.00, sizes 3 to 7½

75c. to \$1.25, sizes 8 to 10½

\$1 and \$1.25, sizes 11 to 2

These are the best we have ever offered for the money.

DOROTHY DODD LADIES' SHOES.

PEACE & CO.

Sole Agents.