

General 24, detached brick, 11 rooms, modern plumbing, hot water heating, stable, lot 31 feet frontage.
H. H. WILLIAMS, 10 VICTORIA ST.

The Toronto World

Redstone High Pressure Packing
Exhaustive tests have proven "Redstone" to be superior to any other packing made. Does not burn out or blow out and requires no following up.
Manufactured solely by
THE GUTTA PERCHA & RUBBER MFG. CO.
OF TORONTO, LIMITED.

TWENTY-FIFTH YEAR EIGHT PAGES—FRIDAY MORNING NOVEMBER 18 1904—EIGHT PAGES ONE CENT

FREIGHT TRAIN CUTS PASSENGER TRAILER IN TWO THREE WRECKED AND SEVENTEEN PERSONS INJURED

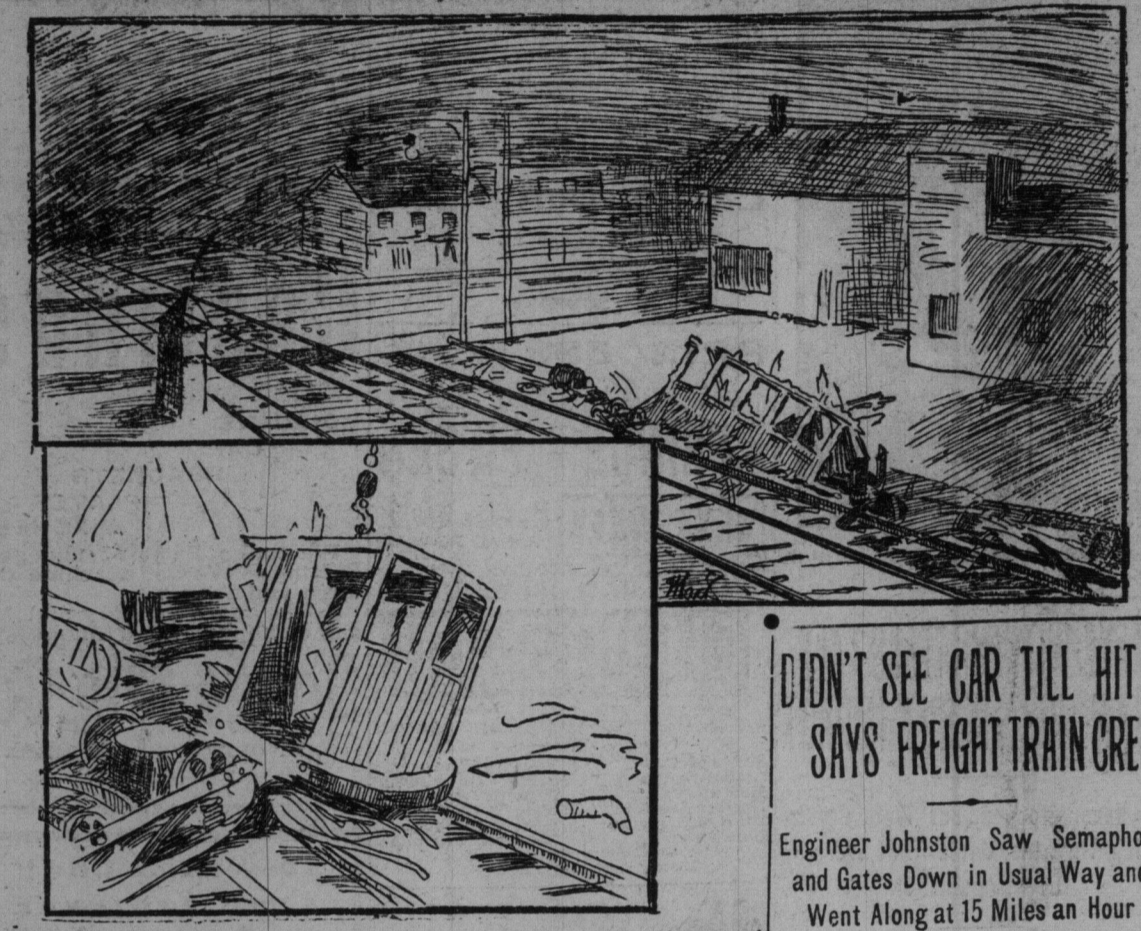
Last Night at 6.30, at East Queen-St. Railway Crossing, Eastbound Car No. 642 Refuses to Respond to Brakes, Jumps Thru Gates and is Mown Down by Fast Freight.

BIG MOGUL ENGINE PLOWS THRU TWENTY-FIVE CITY PASSENGERS

Two Men and One Woman Die—Another Woman and Child W. H. Die—One Half of the Car Thrown Aside, But the Other Half Carried 100 Yards From the Station—Worst Disaster in History of the Toronto Street Railway.

Casualties.

THE DEAD.
WM. J. MCKAY, 45 Sackville-street, 25 years old, conductor; base of skull fractured; died in General Hospital.
RUSSELL J. STEVENS, 128 Morse-street, passenger; base of skull fractured; died in General Hospital.
MRS. MINNIE MAHAFFY, 25 Wardell-street, 30 years; base of skull fractured; died at General Hospital.
MAY DIE.
AGNES MACDONALD, 25 Wardell-street; depressed fracture of skull, fractured ankle; taken to General Hospital.
THOMAS ROBERTSON, 1 year old, child of Andrew Robertson; left leg cut off; taken to General Hospital.
THE INJURED.
WILLIS ARMSTRONG, motorman, 115 Sackville-street; badly bruised and shaken up; taken to General Hospital.
MISS BETTIE CAMPBELL, passenger; 3 Wilket-street; badly bruised and head; taken to General Hospital.
ANDREW ROBERTSON, passenger; 34 Mercer; head cut; taken home.
MRS. ROBERTSON, 34 Mercer; badly bruised and shaken up; taken to General Hospital.
THOMAS JOHNSTON, 64 Robinson-street; face cut and hip injured; taken to General Hospital.
WILFRED SHEPHERD, 613 East King-street; right knee sprained; taken to General Hospital.
EMILY MOSS, 24 Kew Beach; bruises about chest, fractured eye; taken to General Hospital.
WILLIAM PICK, 128 Morse-street; scalp severely lacerated; taken home.
THOMAS WHITE, 128 Morse-street; leg strained; taken home.
MR. WILLIAM COON, 65 De Grassi-street; knee cap fractured; taken home.
MISS GILMOUR, Sumach-street; head cut; taken home.
THOMAS HOSKIN, 535 Eastern-avenue; badly shaken up; cut about face and head; taken home.
WILLIAM NUGENT, Queen-street and Waverley-road; cut, bruised and badly shaken; taken home.
WILLIAM CROMBIE, 9 Leuty-avenue; badly cut about head, left eye injured; taken home.
JOHN JAYMIS, 194 East Queen-street; right knee badly cut.



MOTORMAN PUT UNDER ARREST BY CROWN ATTORNEY'S ORDER

Visited in Hospital by Mr. Drayton at Midnight—Inquest Will Begin To-Night at No. 4 Police Station.

Crown Attorney Drayton lost no time in getting to the scene of the accident, and he was none too soon. On his arrival he found that the Toronto Railway Co. had already loaded a wagon with the debris of the wrecked car. He immediately ordered the wagon unloaded, and placed policemen on duty with strict instructions to allow nothing to be removed. Mr. Drayton also had the distance measured from the crossing to the point where a portion of the car was carried by the locomotive. This was 360 feet. This way shows that the train was running at a greater speed than is permitted by the law, within the city limits. At midnight Mr. Drayton visited the General Hospital, where, by his instructions, Armstrong, the motorman, was practically under arrest. Armstrong was not badly hurt. He complained of pains in his shoulders and back. He was, however, in such a nervous condition, that he did not seem able to think or talk. His condition was such that the crown attorney did not think it advisable to press him to make a statement. The hospital authorities were cautious to allow one to see him. This morning at 9 o'clock Detective Wallace will take Armstrong into custody, and he will then be interviewed by the crown attorney. To-night a coroner's inquest will be commenced in No. 4 police station. Willis Armstrong, the motorman, formerly lived at 129 Sumach-street, but for some months past had been on Sackville-street. His fellow employees last night could say nothing but words of commendation for him. He was considered very careful, strictly temperate and a skilled motorman who had never had an accident of any moment. The inquest will assign a reason for his failure to stop the car, and it is felt that it must have gone beyond his control.

MOTORMAN NOT HEARD FROM TOO LONG TO MAKE STATEMENT

Rail Blocks Wouldn't Work or Brakes Didn't Work, the Real Cause of the Disaster.

The officials of the Toronto Railway Co. maintained all of them a spirit of reticence last night. They claimed to be ignorant of any facts that would warrant them in speaking for publication. They would advance no reason for the failure of the car to stop at the crossing, and they would not be stopped by the rail blocks or "dogs" which work in connection with the guard gates. These are an iron contrivance, which are automatically thrown over the rails for the purpose of throwing a car from the tracks in just such an emergency. Whether they failed absolutely to do their work or whether the momentum of the car spoiled the effect is yet to be learned. The generally accepted story is that the brakes failed to work, and that the motorman lost control of the car. The motorman's explanation could not be ascertained last night. How he escaped death or fatal hurt can only be conjectured, and it is said he jumped in time to save himself. He then apparently lost his nerve, and when the victims were being taken care of had arms and legs not to be seen. It was feared he was killed. The wrecked car was overturned, and then the train came to a close search was conducted along the railway tracks. Afterwards Armstrong made his appearance in the drug store and watched the doctors attend to his unfortunate mate. Then he was lost sight of again and was not heard of until located in the hospital. He was then declared to be suffering too much from the nervous strain and shock to make a statement.

Retains From Sham Fight

At 8.45 Russell J. Stevens succumbed to his injuries, a fracture of the base of the skull. Russell Stephens, aged 22, will Pick and Tom White, about the same age, all residing at 128 Morse-street, the home of Mrs. Mahaffy, were all at the scene of the disaster. Stephens, who was returning home on the fatal car when the accident happened.

FROM FRACTURES OF SKULL THREE WRECK-VICTIMS DIE

The victims of the trolley wreck received instant attention at the General Hospital, where Doctors Grassie, Riordan and Milner were on hand to care for them. Nothing could be done for the most serious patients, but too great praise cannot be given to the medical staff for the excellent way in which they handled the patients. At 8.05 Conductor William McKay died without ever regaining consciousness. Deceased lived at 128 Sackville-street. He was 28 years old and a native of Uxbridge, where he was married six years ago. He came to Toronto in 1902 and was a painter before he started work with the Street Railway Company 14 months ago. Joining the employees' union in April last, he leaves besides his wife, Mrs. McKay, and his mother and two sisters, Mrs. Walker and Wallace McKay, and one sister, Mrs. Thomas Gibbs, in Toronto, and his mother and two sisters, Mrs. Walker and Wallace McKay, and one sister, Mrs. Thomas Gibbs, in Toronto. He was a member of the Methodist Church and of L.O.L. No. 451. He had no children. The body will probably be taken to Uxbridge for burial. Mr. McKay was spoken of in the highest terms by his associates as a very temperate man, of fine appearance and extremely popular. He had a premonition of impending evil last night and hesitated about talking to his wife. It was his first trip out and on leaving the house he kissed his wife, who had been ill for some weeks, and after reaching the door turned back and repeated it. This he did for the third time, but finally went outside his fears and went out to his death. Mrs. McKay was frantic on hearing the news and rushed almost down to King-street before she could be restrained. The sister of deceased was almost as badly affected and the grief in the household was pitiable to hear. Not having been a member of the Street Railway Employees' Union for a year, the deceased conductor will not be entitled to the death benefit, but the organization will be represented at the funeral.

A remarkable feature of the accident is that the three persons killed were suffering from fractures of the base of the skull. This may be induced by falling on the head or by being struck by a heavy body at that point. The last theory is the more likely, for others suffering from scalp wounds had been struck on the back of the head. Miss Fella Campbell, William Pick and others had wounds on the back of the head. This would argue that when they fell under the devisor

REACHING FOR THE PUBLIC OWNERSHIP OVERCOAT.



Good Mr. JAFFRAY OF THE GLOBE (to Political Wayfarer): Hoot Mon, even if 't does na' fit ye 'twill hide your pair bit rags an' nakedness, ye ken.

MR. STRATTON HANDS IN RESIGNATION AND PREMIER ROSS HAS ACCEPTED IT

His Letter to Hon. G. W. Ross, Like the One he Sent to Peter Hamilton, is Dated October 12—For Personal Reasons the Provincial Secretary Has Left Politics.

Hon. J. R. Stratton has resigned his portfolio in the Ross government and his resignation has been accepted by the premier. Mr. Stratton's resignation was not a surprise to those on the inside, who knew that Mr. Stratton's resignation was placed in the hands of Premier Ross some time ago and only awaited the premier's acceptance. As was to be expected also, Mr. Stratton has decided not to again contest his constituency, which means his absolute retirement from political life. The reasons advanced for the resignation of his portfolio and his seat in the House of Commons are not given in his letter to Premier Ross and Peter Hamilton, president of the West Peterboro Liberal Association, both of which the World is able to print to-day. The letter to Mr. Ross is as follows:

Dear Premier,—I am glad to hear that you are in good health and that you are in a position to take up your duties in the House of Commons. I have always had a great confidence in your ability, integrity and honesty of purpose, and I am sure that you will continue to be a great asset to the Liberal party.

I beg to assure you that as a member of the Liberal party I shall continue to have the same great confidence in your ability, integrity and honesty of purpose, and I am sure that you will continue to be a great asset to the Liberal party.

I take this step with great regret at having to part from you, one of my present and future business interests are such that I cannot, in justice to myself and to the Liberal party, continue the double responsibility of attending to increasing public and business matters.

Wishing you and your government every success, I have the honor to be, sir, yours faithfully,
J. R. Stratton,
Premier of Ontario,
Toronto, Ont.

Dated Oct. 12, 1904.
Mr. Stratton's letter to Peter Hamilton of Peterboro, announcing his intention of abandoning his seat, is dated Oct. 12, the same day he penned his resignation to the premier. Here is the letter:

Dear Mr. Hamilton,
As I have intimated to you on numerous occasions during the past number of years, and particularly prior to the last general election, that in deference to my business interests, I should be released from my present representative duties, I wish now to intimate that this desire and the conditions upon which I have remained, and I would be pleased if you would, at the earliest opportunity, convene a meeting of the Liberal Association of West Peterboro, that it is not my desire to again contest the constituency at the close of the present parliamentary term.

I may say to you that I have made my intentions known to the premier and have intimated to him that my portfolio was at his disposal at any time convenient for his acceptance of my resignation.

I have to thank you, the Liberal party and my supporters in West Peterboro, for the very cordial support that has been

extended to me since my first nomination in 1888. My relations with my colleagues since I entered the government have been of the most pleasant character, and my retirement from the government and from the representation of the constituency is entirely of my own free will and contrary to the desire of my many friends here. This intimation is no new thing to yourself, nor to many of my supporters in West Peterboro, as they know that my intention was not to seek re-election at the conclusion of the present parliamentary term, and indeed, before last general election, had I then been permitted to do so.

Your faithfully,
J. R. Stratton,
Peter Hamilton, Esq.,
President West Peterboro Reform Association,
Peterboro, Ont.

ONTARIO GOVERNMENT RECONSTRUCTED DISSOLUTION AT HAND

Messrs Stratton, Davis and Gibson to go Out, and Messrs Charlton, Graham and MacKay to Enter.

Hon. J. R. Stratton, Hon. E. J. Davis, Hon. J. M. Gibson.

W. A. Charlton, South Norfolk, Geo. P. Graham, Brockville, A. G. MacKay, North Grey.

The announcement of the acceptance of Hon. J. R. Stratton's resignation indicates that Premier Ross will probably meet the Liberal convention to be held this month with his reconstructed cabinet. Mr. Stratton's resignation follows closely on the heels of E. J. Davis' retirement from politics, and these two will be followed from the cabinet by Attorney-General Gibson and in all probability by Hon. P. L. Latchford.

Three of the men who are to succeed the retiring ministers have been definitely chosen. These are: A. Charlton, South Norfolk; George P. Graham of Brockville, and A. G. MacKay, North Grey.

Established Manufacturing Furriers The W. & D. Dineen Co., manufacturing furriers, 200 Adelaide-st., import all foreign skins direct from the European distributing stations. Native pelts are bought from hunters and trappers. All fur garments and dress accessories are made up on the premises for patterns supplied from the centres of style creation.

A cure for toothache—GIBSON'S TOOTHACHE GUM. Price 10c.

FAIR AND MILD. Meteorological Office, Toronto, Ont., Nov. 17, (8 p.m.) The weather has been generally fine to-day in Canada, cold from the lower belts to the Maritime Provinces and continued very mild in the Northwest.

Minimum and maximum temperatures: Victoria, 48-50; Calgary, 22-24; Qu'Appelle, 28-30; Winnipeg, 30-31; Fort Arthur, 34-34; Toronto, 22-26; Ottawa, 12-22; Montreal, 10-24; Quebec, 6-29.

Probabilities. Superior and Georgian Bay—Fresh easterly to southwesterly winds; wind and milder. Ottawa Valley and Upper St. Lawrence—Fresh easterly to southerly winds; fine; a little higher temperature to-day and still higher on Saturday.

Lower St. Lawrence and Gulf—Fresh northerly to westerly winds; fine and mild. Maritime—Fresh northerly to westerly winds; fine and mild.

"Ask Adams" about Filling Cabinets. "Ask Adams" about Filling Cabinets. "Ask Adams" about Filling Cabinets.

Continued on Page 2.

Continued on Page 2.

Continued on Page 6.

Continued on Page 6.