AWFUL HORROR AT THE Y.

A THROUGH EXPRESS JUMPS THE TRACK NEAR HAMILTON.

More Than a Score of Passengers Killed—Flames Consume the Bodies of the Victims—The Dead Unrecognizable.

HAMILTON, April 28.—The ill-fated and ill-starred Great Western division of the Grand Trunk Railway scored another horror this morning that has no equal since the awful Desjardins Canal mishap of some thirty years ago. And this morning's terrible calamity happened less than 1000 yards from that greatest of modern Canadian railway horrors.

About twenty scorched, charred an incinerated human remains were pulled ou of the blackened smoking debris of the smashup, thrown into rough pine boxes and carried to the morgue at the General Hospital in this city, where they now are. Two young men, killed and mangled beyond recognition, lie in the same charnel house.

A dozen men, wounded and groaning, are in the Accident Ward.

Perhaps a dozen others were so badly burned that not even their ashes can be recognized.

And all these, the dead and dying, are chiefly American citizens. None of the dead at present are known, which adds to the horror of the catastrophe. They were all through passengers, many of whom were en route from the west to the New York centennial.

SUDDEN AND AWFUL

The short space of time which it took to work the awful destruction struck sudden awe into the hearts of old railroad men and railroad officials. It just seemed to be a case of "One, two, three, and down to death." Nearly twenty of the killed were cut off so suddenly that they never knew what killed them. Then their mangled bodies were cremated and charred to a crisp—an awful sight for the wreckers and reporters who were gathered on the ground during the day. The destruction was chiefly confined to two coaches: a smoker and an ordinary first-class carriage—but seven coaches in all, including two Wagner sleepers, were burned to their trucks, not a vestige of the handsome and valuable rolling stock being left but the twisted iron-work. It is estimated that the main part of the destruction was over within a brief and short minute.

THE ILL-FATED ST. LOUIS EXPRESS.

It was the St. Louis express, from the west, due in this city at 6.55 this morning, that was so completely wrecked and left such an awful track of carnage. The accident happened just about 7 o'clock, although it might have been five minutes one way or the other. The scene was just about one and a half miles west of the Hamilton railway station, and on the base of the triangle that forms the famous and ill-fated "cut" or "Y," commonly called the Junction Cut. The train was a remarkably heavy one, her eight passenger cars being well filled with people. Some of the cars were even crowded. The train was made up as follows:

Engine No. 758 (formerly No. 220), in charge of Engineer Joseph Watson and Fireman Edwin Chapman, both of London.
A bonded baggage car.
A way baggage and express car, in charge of Express Messenger F. W. Dumas of Suspension Bridge and Baggageman James Welch, also of the Bridge.
A smoking car.
Two first-class G. T. passenger coaches.
The Wagner car "Fitchburg."
A through first-class Chicago and Grand Trunk passenger coach from Chicago to Buffalo.
The Wagner car "Messina."
The Pullman car "Eloise."
The Wagner car "Montpelier."

In all 10 cars and an engine.

The train was in charge of Conductor William Poole of Suspension Bridge, and as stated before she carried a heavy load of passengers.

DEATH AT THE TANK.

The train was moving along at the rate of about 25 miles an hour when the accident happened. Just what gave way or caused the awful destruction is somewhat of a mystery, but like the St. George horror of two months ago it seems to be a case of track-jumping. By some it is said the smash was caused by a defective switch, but leading officials of the road who were at the wreck throughout the day stoutly deny this, and claim that the switch in question was in perfect safety at the time. The switch is situated just 195 feet east of the water tank, into which the engine ran with full force and demolished the tank so successfully that not a chip of it was left. The tank had a capacity of 46,000 gallons of water and was nearly full at the time of its demolition by the engine. The switch in question is used to let trains into the "cut" that are bound to Toronto. The two tracks run eastward from the switch quite closely together until just about the water tank is reached, when the "cut" tracks turn sharply off and join the Toronto tracks on the other side of the big sand and gravel hill. The water tank is thus in the frog. The tank overlooks the Dundas Marsh on the south, from which it is supplied by means of water forced up by an engine at the foot of the hill, which is 50 or 60 feet high. On the north side of the tracks is an outlet of the marsh, but strange to say the only part of the wreckage that rolled down either embankment was the cab of the engine.

THE FIRST WARNING.

The first intimation that Engineer Watson had that something was wrong was just after the train had passed the switch. She began to jolt violently. Like a flash he applied the air brakes, but did not reverse. In a second he and his fireman saw that the engine had left the track and they jumped, they know not how or where. The engineer was badly shaken up, but was not seriously injured. The fireman was badly scalded, and is now in the hospital. The express messenger and baggageman in the car behind also escaped with but a few bruises.

The engine at last made a violent jump to the north side of the tracks and made a dash into the tank. This, with the previous application of the air brakes, brought the train to a standstill all except the bonded baggage car, which in some way or other shot past the engine for a distance of 200 feet, minus her trucks, from which she jumped. The baggage in this car was all saved. It is through baggage, and passes through Canada in bond.

Just what happened in the smoking car and the first coach behind it will probably never be known, but it was in these two carriages where the great loss of life occurred. Some twenty persons in them were killed outright and then burned to a crisp. Not a soul in any of the sleepers on the other two first-class carriages are known to have been killed or even injured. Of course this is merely surmise, but a careful survey of the situation would indicate this theory. The engine, after striking the tank, turned over on her side, and nearly buried herself in the sand. The tender jumped 10 feet away from the main portion and the cab rolled down the north bank into the marsh. The engine was twisted and dismembered as if it were wire. The only articles about her that were not twisted out of sight were the two big figures, "52," her train number, which she carried on her headlight.

NOT A SOUND FROM THE SMOKER.

Of course the greatest consternation among the passengers followed the sudden stoppage of the train. Those who had not been injured at once left the cars. Not a sound was heard from the supposed vicinity of the smoker or the car immediately behind it. This shows that all the passengers therein were killed outright and then burned. The occupants of the third passenger car all escaped, it is thought. The rear end of this coach was knocked clean out by some means and the passengers left it by this egress. The way baggage car, it is thought, was thrown right on to the engine and at once took fire. The smoker and the car behind are thought to have been stove clean through each other and it is known that some of the passengers in the smoker were hurled into the way baggage car. The smoker at once took fire and so did the car behind. The flames burst out fiercely in both cars. The way baggage was also a mass of flames in an instant.

Rain was falling fast, and the alarmed passengers who had left the rear cars ran about in dismay. They did not know how serious the catastrophe was. The baggage car, the smoker, the two passengers, the "Fitchburg," the car behind it and the "Messina" were soon all in flames and being devoured wildly. The "Eloise" and "Montpelier" were only saved by being uncoupled and shoved back safe out of danger.

THE WORST NEWS COMES LATE.

It was long after noon before it was known that the loss of life was very great. Up to that time it was believed that only two men had been killed and a dozen wounded. It was not until the wreckers began to dive into the debris of the smoker and the car behind that the awful truth was realized. Then it was seen how terrible the destruction was. The wreckers were not long in separating the blackened remains of seventeen human beings, three of them being females. These 17 were put into wooden boxes and sent to the hospital morgue. Subsequently what was supposed to be the remains of four more were taken out. This with the seventeen and the two dead already in the hospital would make a total of 23. However, there may have been several more who were incinerated out of all recognition.

And up to the time of writing the names of but two of these unfortunates are known. These are supposed to be L. S. Gurney of Brooklyn, N.Y., traveler for a cutlery firm, and Rudolph Ederer, address unknown, but supposed to represent a printing press agency. Further identifications are eagerly looked for. All that is anyway certain is that they were through passengers, principally Americans, many of them en route from the west to the New York centennial. An envelope was picked up beside one of the blackened trunks. Faintly could be read the address: "Harry Evarts, Kohl & Middleton's Museum, Chicago." The envelope, it is supposed, contained some kind of an actor's insurance policy. All the papers and valuables on the charred bodies were consumed in the fierce flames. The remains of the three females were equally charred. One was recognized by a pair of corsets. These unfortunates must have been in the car just behind the smoker. Here and there a blackened coin or a piece of jewelry was fished out. A pocket-book or two were unearthed, but their contents were sadly mutilated or scorched.

The flames devoured the cars so fiercely that, notwithstanding the falling rain and the arrival at about 8.30 of 25 men of the Hamilton brigade with Chief A. Acheson at their head and a good supply of hose, inside of three hours the seven coaches were burned to their trucks.

FULL LIST OF THE WOUNDED.

The full list of the wounded is as follows:

HAMILTON CLARKE, 147 West Ohio-street, Chicago, leg broken, badly injured.
ANTHONY MASS, an Italian, head cut.
EDWARD CHAPMAN, the fireman, badly scalded about the body.
ENOCH KENYON of No. 9 Mincing-lane, London, Eng., several ribs broken and otherwise internally injured.
C. C. AZBELL, Edwardsport, Ind., cut and bruised.
WILLIAM LIPSEY, Chicago, ankle sprained.
A. L. DONEY, Dunnville, Ill., slightly bruised.
J. A. PALMER, Ilion, N.Y., head badly cut.
GEORGE WHITE, Union Hill, N.J., head cut.
ANDREW CARPENTER, Yankton, Da., several bad cuts on head.
S. E. YOUNG, 284 North-avenue, Chicago, head badly cut.
JOSEPH MORRIS, Clarke's Island, Maine, head cut.

Messrs. Carpenter and Palmer left the hospital shortly after their wounds were dressed and went home this evening.

Dr. Beamer, Medical Superintendent at the Hospital, said at 5.30 this evening that he did not anticipate that the wounds of any of the injured would result fatally. He had the utmost confidence in their speedy recovery.

DELAY IN SENDING MEDICAL AID.

Conductor Poole at about 7.15 ran to the telegraph office in the cut and sent the news of the disaster to Hamilton and London and wrecking crews were sent on at once. There was a great deal of unfavorable comment about the delay of sending medical aid from Hamilton. The first wrecking train from the Ambitious City brought no doctors, and some of the men on the relief said that a number of the Hamilton doctors had been telephoned to, but it being Sunday morning none of them would respond to the call. Drs. A. Mackelcan and Philp came out on the second relief train at about 9.30. Ex-Ald. David Walker, who was on his way home from San Francisco to Toronto, did noble work among the wounded, and ministered to them as tenderly as a hospital nurse. Fortunately the ex-alderman, who is an old railroader, had a good big flask in his pocket, the contents of which was of particular service to the wounded. I saw one American strike Mr. Walker on the shoulder and say: "Damn it, you are better than a dozen doctors. You're a regular trump in an emergency like this."

As soon as possible nearly all the prominent officials of the road who could be summoned were on the scene. Mr. S. Barker went out from Hamilton. Division Superintendent Larmour got there from Stratford. T. Renton, signal inspector, was on hand. Chief Engineer Hobson, Mr. Joseph Wallace, Superintendent Swift's private secretary, the latter being in New York, Road-master P. Neilson and other officials were at the scene of the disaster and did all they could for the wounded. The removals to the hospital were under the direction of Mr. Wallace, and he ordered that every attention be shown the wounded. They were taken to the foot of Victoria-avenue on a special car and from thence to the hospital. It was 5 o'clock this afternoon before the charred remains from the smoker reached the hospital. Dr. A. Wolverton will hold an inquest to-morrow.

HOW DID IT HAPPEN?

The officials named above spent hours on the wreck and not one of them would venture an opinion as to the real cause of the accident. Some of them said they were positive that the switch was all right when the train passed. As the forward trucks of the engine could not be got at up to this evening it could not be ascertained. The rails were spread and twisted a great deal after the Hamilton brigade had succeeded in subduing the flames. This of course was quite natural on account of the intense heat of the flames, an idea of which may be gained from the fact that telegraph poles 50 feet from the tracks were badly scorched. All of the officials admitted that it was the worst and most complete piece of destruction that they had ever itnessed in the annals of railroad horror. In view of the many other serious accidents on the Great Western of late a most searching investigation is to be made into the cause. The strangest thing noticeable about the wreck was that among all the railroad men around the wreck throughout the day not one of them would give a definite opinion as to what caused the terrible affair. Many of them would shake their heads ominously and mutter something about the switch being wrong or the trucks of the engine having suddenly mounted the rails and then as suddenly jumped the tracks altogether. Like many other horrors the real cause of it may probably never be known, and it will continue to be a deep, dark and bloody mystery.

ONE OF THE INJURED TALKS.

Mr. A. Palmer of Ilion, N.Y., was able to leave the hospital about two hours after having his wounds dressed. To a reporter in the station, just before his departure for the east this evening, he gave a graphic account of the accident. He said: I was sitting in the forward part of the smoker talking to a fellow passenger. I think there were about 20 persons in all in the smoker. I was just about to lie down on the seat when there came a terribly violent and sudden crash, and I was thrown I do not know where. First I thought I went forward and then I came backward. As soon as I recovered my feet I saw that the head of the man whom I had just been talking to was cut clean off, as if with a knife but I do not know how it was done. I looked around me in a dazed condition and the whole car seemed to be shoving backwards, forwards and sideways. Then it seemed as if it were crashed through from one end to the other and I landed out through a window, I thought, underneath a pile of rubbish. I smelt smoke and fire and felt the heat. I was pulled out of the pile by a gentleman whom I afterwards heard was Mr. Walker of Toronto. My wounds were not as bad as I first supposed. I am employed as a machinist in the works of the Wabash Railway at Butler, Ind., and I was on my way home to Ilion, N.Y., to visit my mother, who is dying. I intended to give them a surprise at my sudden arrival, but. I think the surprise was all on my side. Mr. Palmer lost his overcoat in the accident. He was forwarded to his home this evening by the company.

THE ENGINEER'S STORY.

Engineer Watson was seen at the Hamilton station this afternoon. Mr. Watson could give no definite account of how the accident occurred. He said that, in accordance with the regulations of the road, he "slowed-up" before entering the curve which runs through the Y. This curve is about one mile long. While passing the switch I did not notice anything wrong, but before we had gone very far the wheel of the engine appeared to have mounted the rail. I then saw that something serious was about to happen and I immediately applied the air brake. This in a great measure assisted in causing the rear cars of the train to come to a sudden stop. Finally, the engine left the rails altogether and crashed into the tank. Myself and the fireman crawled out, but I hardly know how we got out of where we landed."

E. A. Collet, the keeper of the switch and the engine which runs the tank and his assistant Charles Hull, both say that the switch was all right when the trains passed them. They think the engine mounted the rail and then jumped the track just before reaching the water tank. This opinion was very generally expressed among those working around the wreck.

HOW THE TRAIN WAS MADE UP.

The St. Louis express this morning was a very heavy train. She left Windsor at 1.40, being then composed of the engine, baggage car, smoking car, two passenger cars and the "Fitchburg." At London the Wabash and Chicago and Grand Trunk connections were taken on, together with a bonded baggage car. This increased the strength of the train to ten cars in all. It is understood that there were 109 through and 4 local passengers, making a total of 113 on the train. 65 of these were in the coaches and 48 in the sleepers.

There was considerable excitement when the train reached here this evening among the baseball men of the city, as it was thought that Phillips, the first baseman of the Hamilton club, was on board, and was numbered among the missing; but it was afterwards learned that there were no passengers on the train holding tickets for Hamilton. Phillips is expected here to-morrow.

The St. Louis express, being one of the fastest and best trains over the Great Western road, always is equipped with the best of rolling stock. Her locomotive, which was one of the finest passenger ones on the road, is valued at about $9000. She was built at Kingston about 7 years ago and was afterwards rebuilt at Hamilton. Her passenger cars were worth about $7000 each and her sleeping cars from $12,000 to $15,000. The smoking car, which is very comfortable, is the size of an ordinary passenger car, and is fitted up with reclining chairs and seats. This car is worth about $5000.

The track is all clear this evening, and traffic will not be interrupted further.

ECHOES OF THE HORROR.

Some Brief Sayings About the Great Disaster at the Y.

HAMILTON, April 28.—Chief G. T. Detective Day came up from Toronto on the 12.20 train to-day to see that thieves did not get in their work as they did at the St. George accident. However, when the officer reached the scene, there was nothing left but the trucks of the cars and a pile of smouldering ruins.

The Hamilton firemen, under Chief Acheson, worked nobly and bravely in subduing the flames. They found the engine that supplied the tank from the marsh of the greatest convenience in their efforts.

It kept the railway police and the city police who went out to the wreck very busy in controlling the crowd and keeping them away back on the sand hills overlooking the Y.

The baggageman said that he thinks nearly a dozen of the passengers in the smoker were thrown into his car.

The express messenger jumped from his car with no boots on. Notwithstanding this lack of bootwear he worked like a Trojan in the work of rescue.

Engineer Watson also worked very hard, notwithstanding that he was more or less injured and badly shaken up.

Fireman Chapman was the only train hand who was seriously hurt. He is pretty badly scalded.

Conductor Poole is said to have cut his way out of the roof of one of the sleepers and to have pulled three passengers out after him.

The two sleepers that were not destroyed were sent back to Paris and around to Buffalo via the Buffalo and Lake Huron road.

A special was made up in Hamilton at 11 o'clock this morning and all the passengers that were able to go were sent on.

The flames prevented thieves getting in their work.

Unlucky St. Louis express, fated Y!

The sensation of the wreck was the great leap of 200 feet that the bonded baggage car took. Some of the train men assert that she jumped clean over the derailed engine. It is likely, however, that when the engine left the track she broke clean loose from the rest of the train and the bonded car shot past her. The trucks of the bonded car, it is also likely, helped to block further progress of the cars behind her and some of them were thrown up on the derailed engine.

There was great consternation among the passengers least the boiler would burst. Several persons shouted out that it certainly would. But it didn't.

A peculiar feature of the accident was that no part of the wreck rolled down the steep embankments on either side of the tracks. The wreck, all but the engine, was almost in a straight line with the tracks.

Gurney and Ederer were killed instantly. They were jammed between two cars, but their remains were got away before the flames reached them. Gurney was completely decapitated.

Nearly all of the baggage in the way car was destroyed.

THREE TORONTO MEN ON BOARD.

Two of Them Ex-Aldermen—What They Had to Say.

TORONTO, April 29.—There were three well-known Torontonians on the express at the time of the calamity. They were ex-Ald. David Walker, en route home from San Francisco; ex-Ald. Wm. Hall and A. H. Dixon. Mr. Dixon and Mr. Hall were traveling companions from Detroit, and they were not aware of Mr. Walker's presence on the train until after the smashup. They then met quite unexpectedly beside the burning cars. None of them were at all hurt.

CAPTAIN HALL'S NARRATIVE.

Captain Wm. Hall was seen at his residence, No. 1 Windsor-street last evening seated in the cosy dining-room with Mrs. Hall and two of his children. He was a passenger from Detroit on the ill-fated train, and spent the night in the Wagner car "Fitchburg."

"The first I knew of the accident," said he, "was the shock felt when the engine struck the water tank, and then followed a series of thumps, communicated to the sleeper by the cars ahead, which were off the track. When our car came to a full stop all the passengers were thrown over the seats but no one seriously injured in the car in which I was. There was one gentleman cut about the face and head, but the wounds were only surface ones. Immediately the car was stopped I got out, and after looking hastily around, made haste to the telegraph office, a few yards off at the end of the cut, to wire for aid. At that time we supposed that there were only two passengers killed. When I returned the cars were in flames, and in about two hours there was not a vestige remaining of the woodwork of the seven cars that were between the first baggage car and the rear sleepers. Amongst the killed there were three women. I don't know who they were or where they were from, but I think they were in one of the cars that came from Detroit. I saw one of the women with one leg protruding through a window of the car, and there were a couple of men trying to rescue her. Her head and body were inside the car and she seemed to be jammed between the seats. While they were endeavoring to get her out she was screaming and crying but just then the fire burst out, and it seemed as if the whole inside of the car were ablaze in a moment. The flames were so strong that the men were forced back and the poor woman was burned to a crisp.

"I don't know how it was that the fire first got started. Some say it was the coals from the demolished locomotive, or it may have been the fire from the stove, which was broken in the telescoping of the car. As soon as we were able to get away, I went on to Hamilton and everything that could be done to alleviate the sufferings of the injured and wounded was done. Mrs. Hall did not know I was coming on this train until I telephoned her after the accident that I was uninjured, and consequently did not suffer from the suspense she would have had she known of the accident, and that I was on the train, before she heard I was safe."

The strangest part of Capt. Hall's story was the presentiment that he had the night before while lying in his berth. He feared the train was going to meet with an accident, and he rose early in the morning before 6 and was all dressed long before the accident.

Neither Capt. Hall nor Mr. A. H. Dixon, who left Detroit together Saturday night, could get a berth in the sleeper until they had bribed the porter of the "Fitchburg" with a dollar note. Then they were at once provided with one. Capt. Hall reached home at 8.45 last night from Hamilton. He lost all his baggage. Capt. Hall was formerly bridge inspector on the very section of road on which the accident happened.

MR. WALKER'S ACCOUNT.

Mr. Walker was on his way home from San Francisco, having been absent from Toronto since Feb. 8. Mr. Walker had a berth in the Wagner car, "Montpelier," which was the last car of the train. Mr. Walker's account of the wreck is as follows: "At about 6.50 a.m. I was talking to one of the brakemen. I asked him when the train was due in Hamilton and he said at 6.50. I looked at my watch and found it was past that time then. Suddenly I saw the brakeman leave the car and the next moment there was a rumbling and rattling sound ahead of me. Then the train came to a sudden standstill. I told a party of Californians who were in the car with me that I thought something had happened forward. I looked out and saw it was raining very hard.

"I grabbed my overcoat and walked to the front of the train. My first impression was that there had been a land slide and that the engine was about to slide down the hill, as I could hear the great rush of water. This was the water which had evidently been in the tank into which the engine ran. I saw a car with her trucks partly displaced and I could hear groans proceeding from beneath it. We pulled out two or three men from underneath this car and we carried them to a safe distance. I then went back to the end of the train and with the aid of several passengers and train men succeeded in detaching the last two sleepers and shoving them back two or three hundred feet. Had this not been done they would certainly have been burnt with the rest. Then I ran into several of the cars which had not been caught by the flames and shouted out that the train was on fire.

"I got no answers and thought by this time many of the passengers had got out. I was very much astonished at the delay in the arrival of medical help from Hamilton, it being so near the scene of the accident. I was also astonished at the number of people who stood down on the road at the foot of the embankment gazing at the burning train and not offering to give the least bit of assistance. I worked around the wreck giving assistance to the wounded for several hours; I do not know how long. Then I went to the city. When I left the scene of the accident six or seven of the cars had been burnt to the trucks. We were all under the impression at that hour that the number of killed was only two and that the wounded was about a dozen. I was very much astonished when I learned afterwards that so many bodies were taken out of the debris. I think they must all have been in the smoker and the passenger car immediately behind it. When the flames got through with their work I think it was the worst looking railway wreck I ever saw in my life."

MR. A. H. DIXON'S STORY.

Mr. A. H. Dixon of King-street west traveled from Detroit on the ill-fated train. He was one of those who escaped from the scene of horror unscathed, and was able last night to tell a reporter all about his thrilling experiences. "As far as I can judge," he said, "it was 10 minutes to 7 when the accident occurred. I was in the first sleeper and felt a slight shock. This was followed by a kind of grinding motion, which afterwards turned out to have been caused by the car jumping the rail and grazing the outside flange. I think it took me just 10 seconds to reach the rear door of the coach and spring off. I was followed by Captain Hall, who had come down with me from Detroit. At first it was difficult to get off, as soon as your foot would touch the ground it would strike against a tie. It was not until the car had almost stopped that we found it safe to get off. When we finally found ourselves safe we saw the passengers getting out of the other cars ahead as if nothing particular had happened. As we reached the first part of the train we saw two dead men lifted out of the first passenger coach, and this with the exception of the wounded everyone believed to be the extent of the fatality. The two bodies had just been taken out, when the passenger coach, which had telescoped the smoker, burst into flames. This drove the rescuers away from both cars, and the railroad men and passengers turned their attention to the wounded. Ex-Ald. Walker, who was in the last sleeper and one of the first out, worked like a hero, and did good work among the wounded. It was not until 12 o'clock that even the railroad people knew the extent of the disaster, and it was only forced upon them by their finding in the burning wreck of the smoker and first passenger car fragments of human bodies, a hand here, a leg there, and in one instance a human head. When I left the scene 18 bodies had been taken out, making the death roll 23, and it is possible there were many more. There were a good many Detroit cadets in the smoker, young fellows on their way to the Washington centennial in New York, and all these must have perished. There were three women in the first passenger coach and these also were victims. It is my opinion that none of them suffered any but were killed instantly. As far as I know there was only one man who escaped out of the smoker. He was standing in the aisle when the crash came talking to a fellow-traveler. The splinters began to fly, and he saw one decapitate his companion as neatly as with an axe. How he himself escaped he could not tell. He reckoned there were some 20 in the smoker. As to the cause of the accident Division Superintendent Larmour says it was the truck of the engine which broke, but there was a rumor around Hamilton that the train which had passed over the spot on the preceding night had been slightly shocked. A man had been sent up to examine the place, but reported nothing wrong. In my opinion the damage to rolling stock will be fully $100,000. You see there is the engine and tender a total wreck and seven cars burned, the baggage car full of baggage, four passenger coaches and two sleepers. You can say that so far as the officials were concerned they worked for all they were worth and did everything in their power to alleviate the sufferings of the wounded."

AN UNFORTUNATE PIECE OF ROAD.

The Scene of Many a Calamity—Some of the Great Horrors.

That part of the Great Western that lies west of Hamilton—from Dundurn to Dundas on the main line, and from the Toronto junction to where the old trestle work crossed the old canal—forms the most expensive portion of the road, costing immense sums for construction. The work is either through or on the side of gravel cliffs and up the mountain. A great many accidents have occurred on this part of this system notwithstanding care is always exercised. Within this small area, say of three miles, occurred the Desjardins canal accident; the catastrophe of yesterday; the accident of last year, by which Peden and Archibald were killed, and the big collision of 1883 between the cut and Dundas.

THE MASON-DOUGLAS ACCIDENT.

On February 15, 1883, a collision occurred on the Great Western about a mile or less west of where the accident of yesterday occurred, that is between the cut and Dundas. The collision was between the Pacific express (10 coaches) and an east bound train of three passenger coaches. Both engines and most of the cars were badly damaged. Engineer Mason of the Pacific express and Thos. S. Douglas of Guelph were killed and seven of the passengers injured.

THE DESJARDINS CANAL ACCIDENT.

The year 1857 was one long to be remembered in this country. It was signalized by the first terrible railway accident that ever occurred in the Province—a calamity which carried desolation to many a Canadian home. On the 12th of March a Great Western Railway passenger train proceeding from Toronto to Hamilton crashed through the bridge spanning the Desjardins Canal in the immediate neighborhood of Hamilton and caused the loss of about seventy lives.

THE PEDEN-ARCHIBALD ACCIDENT.

On the 16th of February, 1888, within 150 yards of a mile from where yesterday's awful accident occurred, two men were killed in a railway collision. At two o'clock in the afternoon a freight train from Point Edward and the Pacific express from Toronto smashed into each other in the "Junction Cut." The express was made up of a parlor car, two passenger coaches, a smoker and an express and baggage car. Thos. Hutchinson was the driver, Robert Archibald fireman, John Edmonson conductor, and Thos. Peden baggageman—all of Hamilton. The freight train was composed of 20 cars and was officered as follows: J. C. Robinson, driver, Stratford; David Vince conductor, Point Edward; and Robt. Peacock, brakeman, Point Edward.

As the freight was rounding the curve Peacock, Robinson and Fireman Howe, who were in the cab, saw the express approaching and knew at once that a collision was inevitable. They all jumped out and all escaped death with slight injuries. The express hands also saw the approaching freight train and they also jumped for their lives, but Fireman Archibald was killed and Baggageman Peden was crushed to death by the collapse of the baggage car, which flew over the engine of the freight train and rolled down the embankment. Fortunately none of the passengers were killed and only one was injured, Peter Clarke of Buffalo, who had one of his hands cut by broken glass.

OTHER GREAT WESTERN ACCIDENTS.

Humber accident—Jan. 2, 1884, 23 killed outright; 19 wounded, of whom 8 subsequently died.

St. George Bridge accident—Feb. 27, 1889, 10 killed and 29 wounded.

Two other accidents on the Great Western were the Komoka disaster and one between London and Port Stanley, in both of which the loss of life was large.

THE MANITOBA TRAGEDY.

Further Particulars of the Triple Crime at High Bluff.

WINNIPEG, April 28.—Later details of the High Bluff horror show that the terrible crime was committed just after breakfast Friday, or perhaps during that meal, as the partly eaten dishes still remained on the table, at which were set three chairs. The supposition is that McLeod, who is thought to have been a little cracked, first attacked the boy and, Isabella, the daughter, ran for shelter to her bedroom. Her shoes were covered with blood as if she had stepped in her brother's gore. A deep gash in her head from which the brains oozed showed that death must have been almost instantaneous.

After placing the bodies of the children on the bed, McLeod evidently cut his own throat at the bedside with a blunt table knife, which fell from his grasp through a crack in the floor to the cellar, where it was found. He must have lain there some time and then crawled to the outer room, where, covered with blood he expired.

The boy is still alive but can only live a short time.

McLeod had two other children at school at Portage la Prairie and had talked of sending for them with the probable murderous intention of slaying them all. Ever since the death of their mother two years ago, McLeod's children have been sadly neglected and the neighbors sent two to school. This rankled in the father's mind and he always feared that they would starve on account of his bad luck. Financial difficulties at last overtook him, and then followed the horrible crime, committed doubtless while the unfortunate man was temporarily insane.

An 8-Year-Old Murderer.

MILLERS, O., April 27.—Five-year-old Charles Hickman and his 8-year-old cousin Johnny Hexamer quarreled to-day over a playground. Hexamer seized a gun and killed Hickman. Hexamer was [illegible] seriously injured by the

Natural History.

One of the *Forest and Stream's* readers, who is a skilled field-shot, owns a pointer who has been brought up in the way he should go. The dog knows when Sunday comes, and he refuses to hunt on that day. He will put in his best efforts from early Monday morning till late Saturday night, but not a step will he budge toward the field on Sunday. This is a dog story, but the facts are actually as stated—Forest and Stream.

There (at Cayenne) when a convict dies the body is borne to the sea and a great bell is tolled. And then is the viscous, glaucous sea-surface furrowed suddenly by innumerable, swart, sharp, triangular—the legions of the sharks rushing to the hideous funeral. They know the bell.—Harper's.

The Retort Courteous.

Dean Swift, having preached an assizes sermon in Ireland, was invited to dine with the judges, and having in his sermon considered the uses and abuses of the law, he then pressed a little hard on those counsellors who plead causes which they know to be wrong. When dinner was over, and the glasses began to go round, a young barrister retorted upon the dean, and after several altercations, the counsellor asked him, "If Satan were to die, whether a parson might be found who, for money, would preach his funeral sermon?" "Yes," said Swift, "I would gladly be the man, and I would gladly given him his due, as I have this day done his children."

A Boy Should Learn.

To build a fence scientifically.

To fill the woodbox every night.

To shut doors in summer to keep the flies out.

To shut doors without slamming.

To shut them in winter to keep the cold out.

To do errands promptly and cheerfully.

To get ready to go away without the united efforts of mother and sister.

To be gentle to his sisters.

To wash dishes and make his bed when necessary.

To sew on a button and darn a stocking.

To be kind to all animals,

To have a dog if possible, and make a companion of him.

To ride, row, shoot and swim.

To be manly and courageous.

To let cigarettes alone.

The Earl of Carnarvon is evidently desirous that the House of Lords should be freed from the disgrace of having on its roll those "noble Lords" whose scandalous doings have become unpleasantly frequent of late years. He has introduced a bill providing for the cancellation of the writ of summons of any lord who may have been found guilty of felony or misdemeanor in a court in the United Kingdom, or who in any proceedings in such a court may have been proved guilty of discreditable conduct inconsistent with his character as a member of the Upper House. Upon the cancellation of the writ the peer will cease to be entitled to sit in the House, or to vote, or to make a proxy during then current session of Parliament, and until the Queen sees fit to direct that he writ be revived his attendance will be dispensed with at any future Parliament. The Lords apparently realize that not the least of the causes which have led to the demand for the abolition of reform of the Upper House is the presence on its roll of members of the names of several titled blacklegs and scoundrels.

How to Retain Youth.

Preserve the feelings and habits of youth as late in life as possible.

Keep free of intense excitements. They wither the physical energies like fire.

Keep a clear conscience and lead a life void of offence in the sight of God and man.

It is intense excitement, the excitement of social life, the ball-room, the theatre and the various forms of fashionable dissipation, that makes girls fade so rapidly. If they took life more quietly and reasonably they would preserve their beauty and physical vigor longer.

Nerviline. What is it?

Nerviline is a combination of the most powerful pain relieving substances known. Nerviline is not a nostrum, but a preparation which has received from members of the medical profession, clergymen, the press, and others most enthusiastic endorsation. If suffering from pain of any kind, external or local, give Nerviline a trial. Nerviline cures toothache, cramps, neuralgia, and almost instantly. Trial bottles 10 cents, large bottles 25 cents, at druggists and dealers everywhere

NASAL BALM

OSNABRUCK, Dixons P.O., Ont.
May 11th, 1887.

My wife suffered for five years with that distressing disease, catarrh. Her case was one of the worst known in these parts. She tried all of the catarrh remedies I ever saw advertised, but they were of no use. I finally procured a bottle of Nasal Balm. She has used only one half of it, and now feels like a new person. I feel it my duty to say that Nasal Balm cannot be TOO HIGHLY recommended for catarrh troubles, and am pleased to have all such sufferers know through its use they will receive instant relief and CURE. CHAS. MCGILL, Farmer

FREE $85 Solid Gold Watch. Sold for $100, until lately. Best $85 watch in the world. Perfect timekeeper. Warranted. Heavy Solid Gold Hunting Cases. Both ladies' and gents' sizes, with works and cases of equal value. One Person in each locality can secure one free, together with our large and valuable line of Household Samples. These samples, as well as the watch, we send Free, and after you have kept them in your home for 2 months and shown them to those who may have called, they become your own property. Those who write at once can be sure of receiving the Watch and Samples. We pay all express, freight, etc. Address STINSON & CO., Box 812, Portland, Maine.

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