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PRICE TWO CENTS.

EXPRESS TRAIN PLOUGHS INTO BIG MONTREAL DEPOT SEVERAL PERSONS KILLED AND MANY ARE INJURED IN AN ACCIDENT AT THE WINDSOR STREET STATION

Explosion in Locomotive Cab Renders Crew Helpless and Train Tears Into the Terminal at Forty Miles an Hour, Wrecking the Waiting Rooms and Carrying With It Death and Destruction.

ENGINEER FOUND DYING IN CAB WOMAN AND TWO GIRLS KILLED

(Special to The Advertiser.)

Montreal, March 17.—An express train from Boston ran into the Windsor street station, Montreal, this morning, and into the waiting-room. One woman and two children were killed, and about ten or twelve occupants of rooms injured.

Montreal, March 17.—An appalling accident and one that in its nature is unique in the history of Canadian railroading, occurred about 8:30 this morning, when a heavy express, entering the great C. P. R. Windsor street terminal, failed to stop, the huge locomotive crashing through into the ladies' waiting-room and causing the death of six persons and the injury of many others.

The train was the regular Boston and Maine flyer, due here at 8 o'clock, one of the heaviest and fastest on the system. This morning it was making excellent time until within a mile or so of the city, when something went wrong with the air-brakes and the engineer stopped to investigate.

Repairs were promptly made, and another start taken for the short run into the terminal, when, without warning, the plug of the air-brake mechanism blew out, hurling the fireman from the cab into the right-of-way. From this point the train ran into the station without control, as the driver was helpless. It is believed the steam was pretty well all out of the boiler, but there is a sharp down-grade from Westmount into the station, as the result of which the train kept up a good speed. The train went right through the station within a few inches of the wall facing Windsor street, ploughing its way through the general waiting-room and creating great havoc.

CRASHED INTO WAITING-ROOM.

When the runaway train reached the station it took the south track close to the Donegani Street side of the building. The first thing in its way after leaving the end of the rails was the ladies' waiting-room, through which it ploughed, and then went into the main waiting-room. The engine was completely stripped, and nothing but the boiler stands in the middle of the waiting-room. In its career, one of the big pillars which supports the ceiling of the waiting-room and the offices above was demolished, and a second one came near coming down. Had it done so it is probable a portion of the building would have collapsed. The offices above the waiting-room are vacant today owing to the danger above the ceiling and floor coming down.

PASSENGERS ESCAPE.

No one in the runaway train was killed, all the fatalities occurred in the waiting-rooms into which the engine crashed. Two of the dead are little girls who were waiting with their parents for an outgoing train. Part of the wall of the station on the Donegani street side was knocked out into the street when the cab of the locomotive separated itself from the main body, and it was caught by a cable in the street, and remains in mid-air.

The locomotive is a complete wreck, and its great weight broke through the heavy iron girders forming the support of the flooring, causing considerable wreckage in that quarter. With one exception, all the injured were in the ladies' waiting-room, one man having his legs crushed in the general waiting-room. The body of one little girl has been recovered from the wreckage, but three, all told, are unaccounted for. The rest are now in the hospitals, having their injuries attended to.

The people in the train received nothing worse than a shock. As the engine struck the walls in its career, the massive column in the general waiting-room went down like a pipstern.

ENGINEER WILL DIE.

Mark Cunningham, the engineer of the Boston runaway train, was found in the cab of the engine, with a fractured skull, and probably will die. It is believed he was unconscious when the train came into the station, and she was going at the rate of close to forty miles an hour. An unknown Pole has since died of his injuries, making the known dead two.

SOME OF THE INJURED.

Among the injured are Mr. Robert Buckingham, Westmount; Cecilia Delisle, an Indian girl from Caughnawaga; J. Wells, Montreal; William Plante, Montreal; Alice Goodie, an Indian girl of Caughnawaga; C. E. Christie, Cowansville. Three injured were taken to the Notre Dame Hospital, and four to the General Hospital.

Additional names of injured are: A clerk named Boch, injured in office below scene of wreck; Mabel Murdoch, Don Garieph, hotel porter; William Anderson and Douglass Stewart.

\$150,000 DAMAGE.

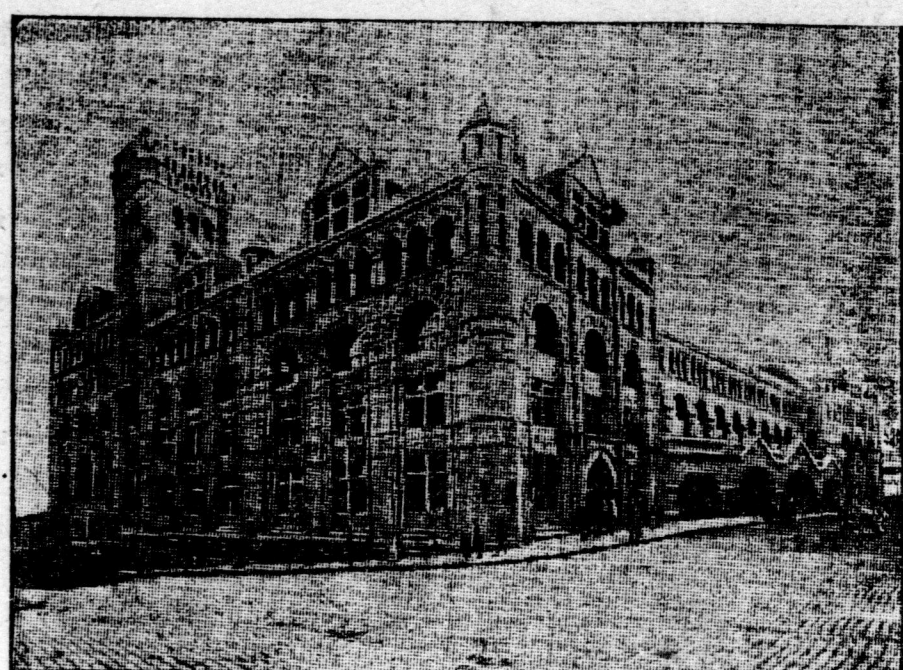
Estimates of the property loss vary greatly and depend on the extent of the damages the company will have to pay to those injured, and to the relatives of the dead.

The locomotive is a complete wreck, and the damages to Windsor street station may cost the company \$150,000.

Canon Dann at Strathroy.

The schoolroom of Christ Church, Chatham, was well filled for the Lenten lecture Monday night. The lecturer was Canon Dann, rector of St. Paul's Cathedral, London, and his subject was "Ireland and the Irish."

The lecturer deprecated the custom of caricaturing the Irish. They had their peculiarities and their faults, but Irishmen today had outgrown their national oddities of 50 years ago. The lecture was much enjoyed.



C. P. R. Windsor Street Terminal, at Montreal, the scene this morning of the appalling accident. The wreck caused by the runaway train was on the ground floor, directly beneath the big tower shown on the left of picture.

Three Were Killed in the Wreck

(Special to The Advertiser.)

Montreal, March 17.—Up to 1 o'clock there were three dead in the Windsor street wreck. They are Mrs. W. J. Nixon and little girl, of Medicine Hat, Alberta, and an unknown girl crushed beyond recognition. Loss to rolling stock and station will be about \$150,000.

JURY THINK JAIL'S ALRIGHT

Presentment Goes Against Judge Riddell's Opinions.

WERE CRITICIZED BY JUDGE MACBETH

Who Also Told Them That the Building is Insanitary and Unfit for Public Use.

The grand jury evidently do not see eye to eye with Mr. Justice Riddell in regard to the Middlesex county court house and jail.

In answer to the request that they consider carefully the insanitary condition of the buildings and recommend what action should be taken, they put themselves on record as saying that the structure had been improved, and that the heating and ventilating could not be modernized unless the building were remodelled and a new system of heating installed.

Judge Dissatisfied.

In replying to the presentment Judge Macbeth, who sat for Mr. Justice Riddell, said that he was sorry that he could not express himself as completely satisfied with the presentment.

"I have reason to know," said his honor, "that the building has been condemned as insanitary. And I know also that the gentlemen who made the report were expecting to be called to appear before you."

"You call either Dr. Niven, chairman of the board of health, or Dr. Hutehinson, the health inspector," asked the judge.

The foreman of the jury had answered in the negative, his honor continued.

A Pertinent Question.

"From whom then did you get your information that the court house is in a satisfactory condition?"

The foreman replied that information had been gained from the janitor and the county engineer.

"Did you send for them?" asked his lordship.

"They happened to be around," was the reply.

"And when you knew that a controversy had taken place in which one of these gentlemen had taken part, did you consider that in hearing only one side of the case you had done what was sufficient? Do you not think that you should have conducted your investigation a little further?"

Foreman Explains.

Mr. Arthur Baty, foreman of the jury, explained that some would have gone farther. It was only as far as was expressed in the presentment that all were agreed.

"Did you think it seemly of county officers to approach you ex parte, and if you did hear them, do you not think that you should have heard the other party?" the judge queried.

William O'Dell replied that the janitor had come at the jury's request.

"He did not," he said, "do more than answer the questions that were put to him."

In closing his remarks, his honor said that he was sorry to have to speak in the terms he had used, but he believed that the circumstances made it essential for him so to do.

The Presentment.

The full text of the presentment is as follows:

"Your grand jurors at the present assizes for the county of Middlesex beg to thank your lordship for the lucid (Continued on Page Eight.)"

Alberta, and an unknown girl crushed beyond recognition. Loss to rolling stock and station will be about \$150,000.

C. P. R. WILL SPEND MONEY

On Improvements of the System in London.

PRESIDENT WAS HERE YESTERDAY

Told The Advertiser That Plans Are Now Under Consideration.

Sir Thomas Shaughnessy, general manager of the Canadian Pacific Railway, arrived in the city last night from the west, where he has been on a business trip.

His private car, "Killarney," was attached to express No. 6, leaving here at 5:28 last evening.

When seen by The Advertiser, Sir Thomas said that he had just come from Detroit.

London Improvements.

"There are a number of improvements for London contained in the estimates this year," he said, in answer to a question, "but as yet the board have not met and considered the general estimates. Until they do, it will be impossible to say what will be done here."

Spend Much Money.

"The Canadian Pacific will spend a lot of money in the west this year. Construction work is going ahead now, and in the spring there is a lot of other work to be done also. We are spending \$750,000 alone in putting in new sidings and crossings for business purposes."

Canada Did Well.

Speaking of conditions, Sir Thomas said Canada had come through the panic wonderfully well, and spoke most optimistically of the future. (Continued on Page Four.)

Settled Out of Court.

The claim of Ellen McShea, of St. Thomas, against the Michigan Central Railway for damages on account of the death of her husband, Thomas McShea, who was struck by a train while wheeling ice across the track, has been settled, and the action was dismissed by Chief Justice Mulock at Osgoode Hall.

THE WEATHER.

TOMORROW—FINE.

FORECASTS.
Toronto, March 17—8 a.m.
Today—Northwest to west winds, falling to lighter; moderate tonight; fine and clear.
Thursday—Fine; not much change in temperature.

TEMPERATURES.

Stations.	Today.	Yesterday.
London	22	21
Victoria	22	22
Calgary	22	22
Winnipeg	18	18
Port Arthur	18	18
Ferry Sound	12	20
Bellefleur	12	20
Ottawa	22	20
Quebec	22	20
St. John	22	20
Quebec	22	20
Pathe Point	12	25
Dawson	14	30
Vancouver	30	62
Kamloops	22	62
Edmonton	24	60
Regina	22	60
Mooselaw	6	16
Qu'Appelle	14	20
St. John	18	30
Halifax	22	30
Minus	22	30

W. E. A. means below zero.

The disturbance which was in the lake region yesterday morning now covers the land States, while another depression is situated in Alberta.

Light snowfalls have occurred in Ontario and Quebec, and the weather continues very cold in Manitoba.

JUDGE AWAITS THE LEGISLATION

Introduced to Validate the Power Contracts.

SMITH VS. LONDON WAS HELD OVER

Until Thursday, March 25—Mayor Stevelo on the Stand Yesterday.

The celebrated Smith vs. London action ended somewhat abruptly last evening, when Mr. Justice Riddell closed the case after hearing two witnesses, and decided that he would not give a decision until the legislation now pending in the Legislature were disposed of.

The legislation he had in mind is that introduced by Hon. Adam Beck and Sir James Whitney, validating any and all contracts entered into by the municipalities with the hydro-electric commission for the purchase and transmission of power.

This bill has not yet become law, but it is expected that it will pass the Legislature, and all the contracts in the hands of the commission will be declared legal. The arguments of counsel will, however, be heard on March 25 in London.

The action was commenced in June last. Mr. R. H. Smith, a ratepayer of this city, entered an injunction against the city to prevent the mayor signing a contract for power at the Falls at \$10 per horsepower, when the bylaw passed by the council called for power to be delivered at the city limits at a price not to exceed \$23.50 per horsepower.

City Appealed.

The city appealed the case to have it thrown out as the action was declared to be frivolous. Mr. Justice Latchford dismissed this and ordered it to go on.

Mr. J. M. McEvoy attempted to have the hydro-electric commission made co-defendants, alleging that they misrepresented the cost of power. It was decided that the only manner in which the commission could be made co-defendants was by a fiat to be issued by the attorney-general of the province. An appeal was made to him, but he refused to allow this to be done.

Set for This Court.

A further appeal was made on the case, but a bench of judges ordered the action to be heard, and it was set down for this court.

In the meantime, the legislation explained above was brought in by Mr. Beck. Had this been passed prior to the trial of this case, then it would have been alleged, have been thrown out of court. It was not thought that Mr. Justice Riddell would take cognizance of any pending legislation, but with other by-laws that he was going to do so, and as a result the case was held over.

Didn't Expect It.

It was not expected that the case would come up at yesterday's court. Mr. J. M. McEvoy had left the court, and practically all his witnesses had gone. Mr. Justice Riddell, however, decided to call the case, and word was sent to Mr. McEvoy. Mayor Stevelo was also sent for, and he and City Clerk Baker examined. Nothing of importance was brought out in their evidence, save the fact that the city had no copy of the contract entered into with the hydro-electric commission, nor had they the original contract which was in the hands of the commission. His lordship, after hearing the evidence, stated that he would adjourn the case until March 25, when argument of counsel would be heard. He hoped that by that time the parties to the suit would produce the original contract or else agree on a copy as being one of the original.

Case Called.

The case was called towards the close of the afternoon session. His lordship stated that he would hear the evidence, but would not give his decision until the bill now under consideration in the House which dealt with the hydro-electric commission contracts should be settled.

Mr. T. G. Meredith, for the city, called his lordship's attention to the decision of Chief Justice Meredith and Chief Justice Latchford that the evidence could be given in the case regarding any misrepresentation on the part of the Hydro-Electric Company, a party to the contract.

Mr. McEvoy protests.

Mr. McEvoy entered a protest against the withholding of a decision in the case.

"I desire to have the action disposed of," he said, "and I don't see why, just because some honorable member has made a motion in the House, it should not be disposed of."

His lordship, however, remained firm in his purpose of not giving a decision on the question till the bill in the House had been dealt with.

City Clerk Baker.

City Clerk Baker was the first witness (Continued on Page Two.)

A BEAD QUESTION

C. P. R. President's Comment on Pere Marquette Rumors.

Detroit, March 17.—Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, when in Detroit yesterday on his return from Minneapolis, was asked about the rumors which have connected the Pere Marquette and the Canadian Pacific. He said, "That matter is not a live question. It was discussed some time ago, but was dropped."

—Mr. Wm. Gray, of Toronto, brother Mr. James Gray, of Gray & Parker, of this city, one of London's old boys, is attending the funeral of Mr. Nicholas Wilson today.

COUNCIL HAVE ANOTHER CARD PAVEMENT FOR ADELAIDE ST.

ANOTHER GAS CO. IS IN THE FIELD

Said To Be Anxious to Secure a London Franchise.

The natural gas situation will be canvassed very shortly, and it is expected that within a few days a definite proposition from several companies will be considered.

Another company has entered the lists, so far as can be ascertained, and the proposition is backed by wealthy Detroit and other capitalists. The representatives will arrive in the city some time today, and it is expected that they will ask that their proposition be given consideration by the council.

It is understood that they have the Merill fields, from which can be obtained a considerable quantity of natural gas. Several wells are on the property and all of them are good.

Climax Expected.

This will bring the question to a climax. It is understood. The London and Western Pipe Line Company have wells in the Port Dover field. They have sunk several since last fall, and it is understood that they have some good wells. The Romney company have a number of good wells, and the Leamington people are also said to have large quantities of gas. The Volcanic Company have many million feet of gas not on the market.

Judging from these facts London will have keen competition for a natural gas franchise this summer. All of them are confident they can supply the required quantity of gas.

PRICE OF POWER MAY BE HIGHER

Result of Brantford and Hamilton Dropping Out.

MR. McEVY WILL APPEAL SMITH CASE

If Judgment Goes Against Him When Judge Riddell Takes It Up Again.

It is quite probable that Mr. J. M. McEvoy will appeal in the Smith vs. London case, if Mr. Justice Riddell waits until the legislation pending in the Legislature is passed before giving judgment. He stated this morning that in all probability he would do so. He admitted that he did not know what was in the contract—another remarkable thing.

Asks a Question.

"What sort of officials are these, of the city who signed the contract at the instance of the city solicitor, as carrying out the bylaw passed by the people in full, and still Mr. McEvoy continually says he never saw the contract, nor does he know its contents? I say these are extraordinary things."

"Nor do I think the judge had any right to delay the hearing of the case in order to give the city the opportunity of getting away from its responsibility by further legislation."

Will Appeal.

"If a judgment is given after the legislation in favor of the city, I will appeal. I have no doubt what the judgment must be without the legislation. It is admitted on all hands that judgment must be given for the plaintiff unless the Legislature does away with the bylaw by act of Parliament and rests the contract on that. I have no doubt that the bill will meet with a great deal of opposition in the House. Sir James has a majority, and if he cares to use it he can."

New Power Bill.

"The new power bill has been received by me. It says that the contracts were made for the 'intended' purpose of the acts of Parliament, but it does not say that they were made in intended pursuance of bylaws passed. It also states that there are doubts as to the validity and binding character of the contracts, and as to the authority of councils to enter into contracts; also that Hamilton and Brantford have declined to enter into contracts, and therefore the words Hamilton and Brantford are struck out."

Whitney's Promise.

"The one promise that reconciled many opponents of the power scheme to it in its altered form was that put in the contract in Section 16, which provided that the contract should not be operative until an order-in-council was passed approving of it, and Mr. Whitney gave his personal assurance on the floor of the House that he would not approve of the contract until he was assured that power could be delivered to the municipalities at the price quoted or less. Now that section is struck out, and the whole thing falls to the ground, and any price whatever may be charged."

Continued on Page Nine.

Talk of Forcing One on the People to Nelson Street.

IRATE CITIZEN SEES THE MAYOR

Mr. Bullen Told His Worship What He Thought of the Council's Action.

There is a storm brewing over the action of the council in forcing a pavement on the several streets connecting Queen's avenue and Dundas street.

A petition is also being circulated for an asphalt block pavement on Adelaide street from the Hamilton road to Nelson street. From what can be learned it is not receiving much encouragement.

There was some talk of the council doing the work this year, but it is not expected that they will dare undertake it in the face of the manifest disapproval of their course on the other pavements.

Mr. Bullen's Opinion of It.

This morning Mr. W. F. Bullen called on City Engineer Graydon, and Mayor Stevelo, and for a few minutes expressed his opinion of the council giving the property owners on the street an opportunity of expressing an opinion one way or the other on the desirability of such a pavement.

Tyrannical.

"I think the action of the council was tyrannical, to say the least," said Mr. Bullen. "We are taxed enough for this so-called pavement on here the council fastens still another pavement on us. I do not think the action of the council fair, and it is entirely unbecoming for the council to give the mayor and aldermen power to do this, was to settle disputes. For instance, if there was a decided opinion in favor of a pavement, but the residents of the street sort of pavement as to what sort of pavement was wanted, where the council should have the right to step in and say what kind of pavement should be laid. They would demand a certain say when an attempt was made to lay a pavement that would not be uniform with other pavements. All that I would like to do is to settle disputes. 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