

THE ONLY
One Cent Morning Paper
IN CANADA
18 KING ST. EAST, TORONTO

FOURTH YEAR ON THE GRADE OF DEATH

A TERRIBLE COLLISION ON THE GREAT WESTERN.

Two Express Trains Met Each Other at
Plattsburgh—A Collision of
Right Wounded—A Miraculous Escape
From Total Destruction.

Special Dispatch to The World.
HAMILTON, Feb. 15.—One of the worst accidents that have happened on the main line of the Great Western railway for eight years occurred this evening at 8.15, three or four miles west of Hamilton, where two miles west of the terrible Desjardines and accident of years ago. When I viewed the wreck after the calamity I was greatly surprised that the loss of life was not far greater. Being on one of the trains very correspondent in a position to narrate with more than ordinary correctness the details of the collision, which will entail a very heavy loss on the Grand Trunk railway company. That two leading express trains should collide within four miles of the headquarters of the Great Western is a matter which will require the attention of the engineers.

The Pacific express (No. 7) timed to leave Hamilton for the west at 2.55, did not pull out of the depot till 5 o'clock, being two hours and five minutes late on account of its connection with the New York Central at Suspension bridge. The Pacific express, of which I was a passenger, was composed of six sleepers, two first-class coaches, a first-class smoking car, a second-class and baggage car combined, two express cars, the regular engine and the pilot engine. The train was on the Captown grade. The day express from the west (No. 8) is due at Hamilton at 4.50. This train was about on time and left Dundas at about the same time as No. 7 left Hamilton. The engineer of No. 8, Wm. Hoffer, of Windsor, left London station with written orders, left No. 7 at Hamilton.

The evening was very foggy and it was impossible to see more than a few yards ahead. No. 7, a heavy car on the line, the collision occurred, and had it not been for Michael Clarke, a fishman, who was walking on the track towards Dundas, the calamity would have been accompanied with a loss of life terrible to contemplate. At the hour named Clarke looked behind him and heard the rattle of a train, although he was further towards the curve, he was hurried to see the express from the west (No. 8) coming down the grade at a speed of probably 25 or 30 miles an hour. A terrible collision was inevitable. His flag was waved and the staff, one end of which was in his pocket. He made a hasty movement to pull it out. By this time No. 8 was bearing hard down upon him. Engineer Hoffer noticed his movements, and in an instant his engine reversed and the whistle sounded for "down" and they followed still forward through the foggy atmosphere and his fireman, John Sheehy, saw No. 7 about 100 yards away. Hoffer and Sheehy jumped immediately for dear life, and they landed safe and sound in a deep ditch.

Edward Mason of Hamilton, who has been an engineer on the Great Western for twenty-eight years, and Frank Williams, fireman, were on the pilot of No. 7. Williams was called to the collision was inevitable, as he did not know the location of his engine and it was a matter of seconds before he was struck. He was not quick enough and met with instantaneous death. The engineer and fireman, and the pilot, whose names I did not learn, saw Williams jump and they followed his example with lightning rapidity. Mason leaves a wife and four daughters. His only son, William, is a student at Burlington by five or six years ago. Then came the crash. The three engines were smashed to pieces, and the boiler of iron. The boiler of two of them lay side by side to the south of the track, while the third was on the north. Had it not been for the fog, the collision would have been a terrible one, as the engines or the machinery were iron parts were twisted and contorted like so much tin.

After the collision there was a general stampede from both trains. Many of the passengers jumped from the windows, while others scrambled to the platforms and dived into the ditch. The scene was a chaotic one. The bodies of the dead were scattered on both sides of the track. Very strange to say all the killed and injured were on the Pacific express. Every man, woman and child on hand on the down express escaped totally unharmed. How the baggage men, express messengers and postal clerks on the two trains escaped they will never know. The baggage man of No. 8 was thrown ten feet from his car into the soft snow-bank. He does not know how he got there.

The forward part of the baggage-car of No. 7 was stove clear through to the rear compartment, which was occupied by eight or ten German immigrants. It was this car that the greatest destruction took place. The coach was smashed to splinters. From among the debris came the guttural groans of pain from the poor German immigrants. All hands set to work with a will, and in about an hour eight or nine of them were extricated. In a corner of the car lay the body of a man probably 30 years of age. His head was almost completely severed from the body. In his hat-band was a ticket for Harrisburg, Ont. No one on the train knew, or where he lived. He wore a light moustache and goatee, was dressed in dark clothes, and had on a pair of over-boots. The names of the immigrants, so far as I could learn were: Wm. Meyer and Caroline Meyer, man and wife, serious internal injuries. William and Mina Kalpin, man and wife, also seriously injured. The four people were taken to Myrtleville, Wis. George Lavore of Peru, N.Y., en route to Michigan. This young man was very seriously injured and serious injuries. John Meeman and his son William, of Rochester, N.Y., en route to Jackson, Mich. The father received serious injuries about the chest and feet. The son was not so badly hurt. A young man who could not give his name, who was taken to Myrtleville, Wis. Leo Von West, husband of Mrs. Cottrell, a New York actress who lives at the Colonnade hotel, Lafayette place, New York.

THE OLD, OLD STORY.

FATAL SHOOT-UP ON THE GRAND TRUNK RAILWAY.

A Train Jumps the Track—An Old Lady Killed—Another Passenger Fatally Hurt, and a Third One Injured.
DETROIT, Feb. 15.—A terrible smash-up occurred on the Chicago and Grand Trunk railroad two miles east of Flint yesterday afternoon. The west-bound express train, composed of three passenger cars, one mail and express car, one Pullman, and an engine, was about forty miles an hour, when a mail train and the local train, except the baggage car and the locomotive, the train ran about sixty rods, tearing up the track, and before it could be stopped one car was thrown down an embankment, one side of another car was thrown across the track and badly wrecked. The Pullman car, which was the last one, was not very badly damaged. Hilda Seaman, an aged lady from St. Vincent Grey county, Ont., on her way to Nebraska, was instantly killed. Thomas Peal, of Lindsay, Ont., on his way to St. Paul, Minn., undertook to jump from the car, but he was not very successful. Mrs. David Murray, Floyd county, Iowa, was slightly injured. John Miller, of Peoria, Ill., was slightly injured. Mrs. H. H. Brown, Ontario county, N.Y., was slightly injured. Mrs. M. A. Miller, of St. Albans, Vermont, had her nose broken and was otherwise injured. Mrs. M. A. Miller, of St. Albans, Vermont, had her nose broken and was otherwise injured. Mrs. M. A. Miller, of St. Albans, Vermont, had her nose broken and was otherwise injured.

A TEN-MINUTE SESSION.

THE HOUSE WESTERN R.R. GORIBEL BY THE SPEAKER.

The Public Accounts for 1884-Trade and Navigation Returns—Important Resolutions by the Dominion Alliance.
OTTAWA, Feb. 15.—Ten minutes was all the time that the commonsense devoted to the business of the country today. Sir John Macdonald announced the personal of the committee on standing orders, which was adopted. Mr. Beatty is on the committee.

IMPERIAL PARLIAMENT.

SUMMARY OF THE SPEECH FROM THE THRONE.

The Situation in Egypt—Cairo's Reconstruction—Legislative Wants of Ireland—Compensation for Agricultural Improvements.
OTTAWA, Feb. 14.—Parliament assembled today. The speaker's speech to-day. The speaker's speech to-day. The speaker's speech to-day. The speaker's speech to-day. The speaker's speech to-day.

THE BUCKET SHOP BEAT.

PROCEEDINGS IN THE FLEMING CASE AT PETERBORO.

Illness of the Prisoner's Father at Cobourg—Several Cases Withdrawn—An Alleged Game of Bluff.
PETERBORO, Feb. 15.—John Fleming, the alleged Chicago bucket shop sharp, arrived here on Wednesday night in company with Officer Pidgeon of the Peterboro' force. He had an informal hearing before police magistrate Dumble, and his counsel being unsuccessful in getting bail, he passed the night in the city jail and came up smiling at the police court at 10 o'clock this morning, when he was further remanded until 1 p.m. in order that witnesses from Belleville might arrive. Fleming is a native of this place, and is well known to all old timers. Twenty-seven years ago he kept a bakery and afterwards a general store. He was always looked on as a bad citizen. He did time in Kingston for horse-stealing, and also got into trouble here for putting cayenne pepper on a church stove, after which he drifted across the lines, and had almost been lost sight of until he arrived here on Saturday. He has brothers, sisters and other relatives in the county. He is a very respectable person. Although he is a very respectable person, he is a very respectable person. He is a very respectable person. He is a very respectable person.

CARDS.

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