we will frame it for you in a most artistic manner at a GAMMAGE @ SONS reasonable price.

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Sold, Gold, heavy, \$1 25.
Opals, \$2 00 to \$3 50. Diamond Rings, \$10 00 and upwards. Whole Pearl Rings, \$4 50 to \$15 00. Gent's Plain Gold Links. Gold Filled. \$1 50 to \$2 50. Solid Gold, \$4 00 to \$5 00. All my stock is new and up to date

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R. K. COWAN BARRISTER, SOLICITOR, ETC., County Bidgs., next Court House, London there."



Incorporated 1899. W. CAVEN BARRON, Pianist, Principal. Best teachers in the city at the Conservatory. The rehearsals bring every pupil under Mr. Barron's direction, and reports of pupils' progress are sent home to parents.

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Coupes and hacks in connection. MUSIC AND DRAMA

AT THE GRAND TONIGHT. A realistic reproduction of everyday life, from the slums of the Ghetto to the luxurious life and glitter in the mansions along Riverside Drive, in the great New York metropolis, will be shown in "Searchlight of a Great City," at the Grand tonight, at popular price.

A SCENIC GEM. Scenically, "The Emerald Isle," the new Sir Arthur Sullivan opera—the last work of the famous composer whose musical genius is forever stilled—is said to be a rarely beautiful production. The first scene shows the gardens of Ireland's Lord Lieutenant—the official of the story, of course, not of actuality. The second scene pictures are caves of Carrig Cleena at night. This is a legendary spot, said to be people at moonlight with fairies. The costumes of the first act are pretty gowns worn by the peasantry, smart red coats and cream-colored knickerbockers worn by a regiment of Devonshire soldiery, and the state robes and purples of the Lord Lieutenant and his retinue. "The Emerald Isle" is booked for the Grand tomorrow evening. "SMART SET" COMING.

What promises to be a novelty this season is "The Smart Set," the attraction evening. This is the newest of Mr. Gus Hill's productions, and he has engaged a company of colored artists entire as its interpreters. Ernest Hogan the color nowledged premier monologist of color, heads the list, and is assisted by the funny Billy McLain, long known as the most entertaining of "coons," and Mattie Cordella, two clever colored female artists, who have no rival in their respec-tive lines. The company numbers 50 of the best colored talent available, and the music, scenic effects, costumes, etc., are all most elaborate. THE PREMIER OF "CASTE."

The first production of T. W. Robert-ion's comedy, "Caste," was made April 1, 1867, in the Prince of Wales' Theater. London. Since then it has been revived more frequently in England than any of the old comedies. It has often been successfully produced in this country, the last interpretation being made a few season ago by John Hare in New York. This season a notable revival of the sparkling play is given, with perhaps the strongest company ever gathered together for "Caste" in America. The players are all artists of national reputation, several of whom have starred successfully in well-known productions. Included in the company are: Robert V. Ferguson, who shared the honors with Katherya Kidder last spring in "The Country Girl"; Mary Scott, the beautiful Californian actress, who starred in several Frohman pieces on the Pacific coest; the Countrys of who starred in several Frontian pieces on the Pacific coast; the Countess de Castelvecchio, recently with Sir Honry Irving's company; William Hazeltine, who occupied a leading position in Augustin Daly's company; Lawrence Griffith, who has appeared in principal roles in many important productions; roles in many important productions; William A. Evans, the well-known come-dian, and Miss Sadie Handy. Manager O'Neill, after weeks of negotiations, has succeeded in booking "Caste" for the Grand Opera House on Saturday, Jan. 2

MARKS BROS. ALL WEEK. Marks Bros.' company continue to draw big houses at the London despite the stagnation in theatricals which usually marks the period between Christmas and New Year's. On Saturday night balcony new Year's. On Saturday hight batcony and gallery were sold out, and the par-quet was well filled. Tonight's play is "The Pride of the Army," a military drama, which has not been hitherto seen

Happiness is the proper goal of human fort, and health is indispensable to ittake Hood's Sarsaparilla.

PICTURE TO FRAME Flowers, Plants FOR CHRISTMAS.

PER CENT per annum allowed on sams of \$100.00 and up-

wards for terms of from one to five years, interest payable half yearly.

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J. J. BAKER, M.A., President. The Best There Is. This is the season of the year when the best is desired by all, and the quality of what you eat must be good to keep in line with other things.

For table use, for cooking, for every rurpose, good butter and reliable, fresh eggs are a necessity. We sell them. 'Phone 1,024.

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Solid Gold Child's Ring, 50c to \$1 Ledies Solid Gold Rings, \$1, \$1.50, \$2.50, \$3.50, \$4, \$5, \$6, \$7.50, \$8.50, 89, \$10, \$15, 817 50 to \$200. Gents' Solid Gold, \$2.50, \$4.50, \$5.50, \$6.50, \$7.50 to \$11.

Every one guaranteed. G. YOUNG, THE JEWELER. 214 Dundas Street.

TO PLAY FOR STANLEY CUP

(Continued from page 7.) H. Soden, the head of the Boston Club.

President Soden does not expect that consolidation will be brought about this year, admitting, however, in his opinion, the contrary may possibly be the case, but that, sooner or later, there will be a consolidation of clubs in all cities where both leagues are located may reasonably be depended "I would consider buying, or I would

consider selling, both as business pro-position." said Mr. Soden, "and if consolidation is brought about this year, or the next, or the year after that. and if there are still two leagues, Boston will be a National League city or an American, according as these two propositions shape themselves between Soden & Co., and the person or persons who own the American League franchise.'

CURLING.

MILWAUKEE CURLERS FOR THE SOO.

Milwaukee, Dec. 27.-Three or four rinks of the Milwaukee Curling Club will begin practice after New Year's, with the expediation of entering the tenth annual bonspiel of the Northwestern Curling Association at the Soo during the week of Jan. 12. The Milwaukee Curling Club will surely be represented at the big meet, but it has not yet been decided how many rinks

The local club has heard nothing definite from the Scotch curlers, who are expected to land in America this week for their tour of Canada and the United States. If they come they will

For Your **New Years** Gathering...

We have the choicest of

Choice Plum Puddings, Florida Oranges. California Navel Oranges, Pink Malaga Grapes, Choice Table Raisins, Candy, Creams and Chocolate, Mixed Nuts,

Figs and Dates. We still have a good assortment of Crackers. Your phone orders will have

our most careful attention. Call Up 317.

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The Ontario Loan and Debenture Company,

Cor. Dundas St. & Market Lane Paid-Up Capital, \$1,200.000.

Reserve Fund, - \$560,000. 3½ Per Cent on Deposits JOHN McCLARY, President. WM. F. BULLEN, Manager

AND THE RESIDENCE OF THE PARTY be given a royal welcome by the local

THE TURF.

THE DAY AT NEW ORLEANS. New Orleans, Dec. 27.—Two handi-caps and a two-mile selling race were decided over the Crescent City's fast track today, second choices beating the favorites in all three races. Summar-

First race, selling, 1 mile-Eva Rice, 113 (Graham), 10 to 1, 1; Lord Pepper, 121 (Helgerson), 20 to 1, 2; Montanic, 118 (J. Conley), 15 to 1, 3. Time,

1:42 3-5.
Second race, selling, % mile—Play-like, 90 (Redfern), 15 to 1, 1; Ed L., 101 (Donegan), 8 to 1, 2; Andes, 102 (Fuller), 3 to 1, 3. Time, 1:13 3-5.

gerson). 8 to 1. 3. Time, 1:07.

Sixth race, selling, 2 miles — Gin Spray, (R. Murphy), 4 to 1, 1; Brief, 93 (Hoock), 1 to 2, 2; Irving Mayor, 95 (Treanor), 4 to 1, 3. Time, 3:31 1-5. SNOW AT NEWPORT.

Cincinnati, Dec. 27. — It was snowing and the track was hard at Newport Summary: First race, selling, 41/2 furlongs-Hermoso, 107 (Cunningham), 1 to 1, 1; Wiggins, 107 (Downing), 7 to 5, 2; Georgiana, 107 (O'Neill), 7 to 1, 3.

Second race, % mile-Little Emmy,

104 (Burns), 2 to 1, 1; Lady Midas, 111 (Rogers), 7 to 5, 2; Orrie Goan, 116 (Mountain), 2 to 1, 3. Time, 1:18½. Third race, 5 furlongs—The Phantom, 115 (Patton), 5 to 1, 1; Belle Bernard, 115 (Pation), 5 to 1, 1; Belie Bernard, 100 (U. Johnston), 2 to 3, 2; Dr. Carr, 108 (Mountain), 3 to 1, 3. Time, 1:04. Fourth race, selling, 4½ furlongs—March, 109 (Downing), 3 to 1, 1; Lathroy, 109 (Steele), 2 to 3, 2; Criss Cross, roy, 109 (Steele), 2 to 3, 2, Criss Cross, 109 (Mountain), 7 to 1, 3. Time, :57.

Fifth race, 1 mile — Facade, 104 (Goodyear), 1 to 2, 1; Little Ruler, 104 (O'Neill), 15 to 1, 2; Julietta B., 104 (Reddin), 6 to 1, 3. Time, 1:47%. RESULTS AT INGLESIDE.

San Francisco, Dec. 26.—First race, selling, % mile—Aunt Polly, 104 (Waterbury), 20 to 1, 1; Saintly, 104 (Waldo), 8 to 1, 2; Clandator, 90 (Birkenruth), 8 to 1, 2. Time, 1:174.

Second race, selling, 6½ furlongs —
Stuyve, 106 (Donnelly), 3 to 1, 1; Quiz,
II., 110 (Minder), 3 to 1, 2; Iarretierre
D'Or, 106 (Bullman), 7 to 1, 3. Time,

D'arry came Flames had broken out

Thirty race, Futurity course-Sylvia Talbot, 106 (Minder), 7 to 5, 1; Claude, 109 (J. Daly), 6 to 1, 2; Organdie, 106 (Bullman), 7 to 2, 3.

JOCKEY CLUB SOUVENIR. Toronto, Dec. 27. — It is the custom of the Ontario Jockey Club to send out a little souvenir of the season with the compliments of the president and directors, and with the grace of the powers that be, we should add, secretary. This year the souvenir is a pretty and wonderfully striking likeness of Mr. Robert Sievier's great mare Scepter, by Persimmon—Ornament, winner of the 2,000 guinueas, 1,000 guineas, Oaks and St. Leger. The Ontario Jockey Club and its clever, wide-awake secretary have our sincerest compliments and good wishes in return, and well deserve those of all lovers of good racing. NOTED THOROUGHBRED DEAD.

Chicago, Dec. 27. — The noted thoroughbred stallion imp. Top Gallant, by Starling, out of Seamark, by Adventure, is dead at Willimantic farm of inflammation of the bowels, says a special to the Tribune from Lexington, Ky. He sired among others Anisette, Curacoa, Galliton, Algol, Typhoon, Sidney Lucas, Onatus, Janeway and Topsoil. He also sired the dams of McShesney, Olifant and imp. Albula.

When children are weak, sickly,-don't eat or sleep well, Angier's Petroleum Emulsion after meals and at bedtime makes them strong, healthy and robust

Sold by Druggists "My little girl was troubled with Eronchitis and a harsh, hacking cough almost since birth. I gave her Angler's Petroleum Emulsion. It cured the cough, and she almost immediately began to gain in fiesh and improve in color." A. Pubsey Toronto, Canada. ANGIER CHEMICAL COMPANY, BOSTON, MASS., U. S. A.

TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT

seat occupied by Miss Gott, and the one behind. He was not badly hurt,

and called lustily for a light. A man struck a match and the boy was able

STORIES OF THE INJURED

Tarrible Experiences of Dr. Harvey and

Russell Quinn, of Chicago.

sleeping near the rear of the day

coach, but who escaped with severe

scalding, cuts and scratches, had a ter-

rible story to tell. He was just dozing

He was placed in one of the berths

put in her place. This woman, a Mrs.

Stewart, with her two children, was

returning from a holiday visit in On-

to hear the piteous groans of her little

Stewart herself was terribly hurt. Her

screams and groans of children, wo-

of Dr. Harvey, of Wyoming, though

NOTHING LIKE IT IN THE WORLD

ACOLD OR COUGH

PREVENTS PNEUMONIA.

Slocum's COLTSFOOTE EXPECTOR-

Slocum's COLTSFOOTE EXPECTOR-ANT is just the remedy for CHILDREN'S THROAT and LUNG AILMENTS. It is pleasant to take, and does good by stop-ping a cough and curing a cold. Price 25c per bottle: always see that you get COLTSFOOTE EXPECTORANT when you ask for it.

The T. A. Slocum Chemical Co., Limited, 179 King street W., Toronte

to the cold and blizzard.

ing no cries.

hospital.

wreck.

Russell Quinn, of Chicago, who was

to crawl under the seats to safety.

(Continued from page 5.)

sustained an accident which, painful | though the act was unbefitting under as it seemed at the time, was probab-the circumstances, he straightway ly the means of saving him from the confiscated an upper berth. Others in the means of saving him from the fate which overtook Fireman Ricketts. the car gave exhibitions of unstinted Fireman Shabbrook has been running generosity and kindness, and did from Sarnia to Niagera Falls, going everything possible to relieve the suf-east on the express passing through London at 12:32 a.m., and back on the auxiliaries arrived seemed very short, Pacific express. On his eastward run and I can scarcely believe it was 12 on Thursday night, while passing almost the identical spot where the acceptable acted admirably under the conditions, cident occurred 22 hours later, a large as did everyone who was unhampered. Even women and children, when they lump of coal fell on his foot, breaking had recovered from the first effects of several of the small bones in it. In spite of the intense pain he suffered shock, bore the strain wonderfully, and refrained from more than natural he heroically stuck to his post and lamentation. I or my mother did not suffer intensely from the cold. We fired his engine through to Niagara Falls. He could not take the return trip, however, so Fireman Ricketts relieved him, and went upon the trip were well prepared for a storm, clad as we were in heavy coats. When we were pinned under the wreckage, howwhich was to prove his last. Fireman Shabbrook was brought to this city, ever, we were none too comfortable. and is now resting at the home of his The people in the front of the car in which we were received the brunt of the impact, and it was there that the brother-in-law, Mr. William Gorman, of Hyman street, Shabbrook seems to bear a charmed life. He was a member of one of the Canadian contingents to South Africa, and saw majority were killed. The people on the left-hand side of the car fared the worst on account of the angle at perilous service as a scout, but eswhich the floor of the baggage coach caped without a scratch. A couple of months ago in a rear-end collision near crashed into ours. I could describe many little touching episodes, but the Stratford, Shabbrook and his engineer recollection is unpleasant, and I dread jumped. The engineer's neck was broken, but the fireman escaped with talking of them. The experience has unnerved my mother. We possibly will stay here for some time." a few bruises. He is the son of a Miss Gott related various other little well-known Arva farmer. instances, among which was one of a WONDERFUL ESCAPES little boy who was pinned under the

Mrs. Gott and Her Daughter Were Among the

Fortunate Ones Who Escaped Injury. A remarkable and unenviable experience was that of Miss Margaret Gott and her mother, who occupied seats in the first passenger coach. Luckily they were seated towards the back of the car on the right hand side and escaped with barely a scratch. They had just sold their home and effects in Strathroy, where they had lived for many years, preparatory to moving to Kansas City, where they intended making their home. All their preparations have been set aside and they are at present staying with

in that quiescent state before deep sleep, when the terrible crash came, friends in the city. Mrs. Gott suffers slightly from shock. Her daughter and intense darkness descended on the car. He was pinioned across the back gave an Advertiser reporter the folof the seat in front with three men "We had sold out our home in on top of him. Partly across them lay Strathroy, where we had lived for a the body of an old lady, from whose number of years, with the intention of moving out west. We came on the wounds blood flowed in great streams. accommodation from Strathroy and almost choking the men beneath. They bought tickets here to Kansas City. Having boarded the Pacific Express could neither shift the body of the woman nor stir the space of an inch on its arrival, which would take us as themselves. One can scarcely imagine far as Chicago, we comfortably settled ourselves in a seat rather towards the the horror of having to lie there with on the right hand side of the the blood of a dying person flowing first day coach. Things took their usual run for the first three-quarters over one's face and filling one's eyes and nostrils. It is too horrible to of an hour or so. Being rather tired we talked very little and dozed a think of, and it is no wonder that the little. I was able to see the majority men lay there almost paralyzed by the of the passengers from my position in sudden shock. Mr. Quinn's sufferings Third race, handicap, 1 1-16 miles—

Scotch Plaid, 102 (Redfern), 2 to 1, 1;

Potente, 105 (Buchanan), 1 to 1, 2; Honolulu, 102 (Helgerson), 4 to 1, 3. Time. the car. I believe nearly every seat were added to by the fact that the steampipe beside him burst and, strug-gie as he might, he was unable to move his hands away from the broken pipe. While the terrible heat and steam was causing the skin to peel smoking compartment was filled. Fourth race, New Orleans handicap, Everyone seemed to be in a jovial % mile—Wealth, 109 (Buchanan), 4 to mood and there was a constant hum 1, 1; Golden Rule, 129 (Redfern), 7 to 5, 2; Federal, 116 (Van Dusen), 7 to 5, no judge of speed, but I should imagine from his hands, the rest of his body was almost frozen in the bitter cold. Finally the steam ceased, but for two hours those men lay there with the we were going along at the rate of 40 Fifth race, 5½ furlongs—Athiana, 105 or 50 miles an hour. I should judge (Rice), 2 to 3, 1; Harry, 102 (Buchanwe we were about half a mile from Wandead body of the woman on top, before the rescuers could cut them out from the wreckage, and the bodies about an), 7 to 5, 2; Pride of Galore, 105 (Hel- stead when I heard a dull indescribable crash, accompanied by the grinding their terrible position they were so and splintering of timbers. Seats cramped with cold, and their conwere violently wrenched and wedged strained position, that they had to be against each other, crushing and pin-ning people all around us. The lights lifted out. Mr. Quinn said that he felt been dashed out in a twinkling. The floor of the baggage car, which had hurled itself into our car with in the Puliman, and right across the force that cannot be comprehended, shot past and above our seat. I attrifew minutes after being brought in. bute it to Providence that we had Another woman and her little boy were chosen that side to sit on. As it was, it was just by the shadow of a chance that we escaped. The edge of the floor of the car came over and to the left tario to her home in Wisconsin. She of us, securing us so that we could lay, half-conscious, and did not seem not move. The horrible screaming and groaning of the maimed was terrible boy, whose arm was broken. to hear and made the suspense more dreadful and hard to bear. One poor fellow in front was crushed into a horrible position. I heard him cry to the Lord for someone to take that weight off him. It was all one terrible mingling of prayers, groans, and cries of little children, the most ex-eruclating and heartrending of all. My mother was even more tightly wedged in than I was. I had a small valise sign of injury, save that his face was across my knees, which probably saved covered with blood and that he was

me from being more severely crushed wildly delirious. His internal injuries, than otherwise. I was afraid to move however, were so serious that he died it, believing that it might let the weight down on me and crush my about half an hour before the rescue party came. Flames had broken out in front of us and, caught as we were, like rats in a trap, the experience was one which I sincerely pray will never fall to my lot again. In remarkably short time, however, the flames were smothered and the dreadful tension was removed. Small mercies were ingratefully received then. with lanterns soon came and pulled us out of the small space in which we were held. Part of our clothing had to be removed to accomplish this. I afterwards heard that but for a young man who was taking a drink of water the trains collided the car might have been burned. The realization of this is unimaginable. It is said that when he saw the flames he grabbed two valises, and throwing the contents out, hurried outside and filled them with snow. This example bore fruit, and quickly all who were unencumbered hastened to assist in the work, really more important than res-Fires were built outside the car and as we went to go outside I saw lifeless figures all around. A man

stopped us as we were going towards the car. "'This is no place for women,' he said, 'go on back to the Pullman.' We took his advice. To my mind the sight in the Pullman was far more harrowing than the one by the fire. Injured people, with horribly crushed limbs and torn faces lay in the berths, and to add to the ghastliness of it all were crying in the most distressing way for water. Some raved, while others lay calm and pale as if the shadow had passed that way. I saw one blue-eyed, manly-looking fellow trying to eyed, manly-looking fellow trying to find his mother, who lay silent in an upper berth. Beside her was another of her children, suffering great pain. Some kindhearted person took the little boy another instance which struck away. Another instance which struck me particularly was told me by a gentleman who escaped hurt. He said that he was one of the rescuing party, and that shortly after the first of the disaster he had gone into the Pullman car to prepare for the injured. Here he said he actually found a man who had not been awakened by the crash, or who, if he did awake, did not think it of sufficient consequence to cause him to arise. The man who slept through it all asked why he had not been told sooner, and got up. Then,

All short lengths of Carpet-cut during our December rush-will be sold, regardless of price, at 50c per yard-

\$1.00 Carpets for 50c per yard. \$1.15 Carpets for 50c per yard. \$1.25 Carpets for 50c per yard. \$1.50 Carpets for 50c per yard.

Large enough for a mat. Large enough for a rug. Large enough for a small room.

Eiderdown Comforters At Great Reductions@

\$5.00 English Elderdowns for \$3.75. \$5.50 English Eiderdowns for \$4.35. \$7.00 English Elderdowns for \$5.25. \$10.00 Satin-Covered English Eiderdowns for \$7.65.

These must be sold at once—hence the remarkable reductions.



Nothing nicer for Christmas and New Year than

COWAN'S

Queen's Dessert Chocolate, Chocolate Cream Bars, Chocolate Ginger, Chocolate Wafers, etc.

Cowan's Swiss Milk Chocolate

is the newest, the nicest and the daintiest of confections. SOLD BY ALL GROCERS.

all his suffering and exposu ESCAPE OF MRS. MILLER. A marvelously narrow escape from death was that of Mrs. G. W. Miller, of Port Huron, and her sister-in-law, Mis. Lucy McKay, also of that city, along with the latter's baby. Mrs. Miller, in relating the incident, said: "When the crash came I was sitting with Mrs. McKay, and we were pitched headlong into the seat ahead, in which were two boys asleep. The boys were badly bruised, and Mrs. McKay was cut about the head and face. Later we made our way to the Pullman and assisted in attending the wounded. as if every bone in his body was found one woman dying, and while, breaking when he was moved. endeavor to give her some relief, she died in my arms. I did not learn her ais e was placed a woman who died a name. At the time, her husband, man-

dows protruded the legs and arms of gave Commenting on a possible cause of the accident Mrs. Miller overheard Engineer McKenzie of the express say that owing to the drifting of the snow aw was fractured and her face and the was unable to see the freight until the headlight of the freight engine loomed up immediately in front of him. He applied the air brake on the regarding where the blame should be he was unable to see the freight until hair a mass of blood from cuts and cerations. She answered the doctor's questions, but gave no other sign of life, making no complaints and utter-In the berth above was a workingman of about 30 who gave no outward escaped death.

Dr. Kinsman, D. D. S., of Sarnia, a ill-fated train, relates a vivid story of just as he was being carried into the Mr. Quinn said that hell itself could The snow which was drifting heavily offer nothing more horrible than the a short distance ahead. men and strong men.
Dr. Basil Harvey, of Chicago, nephew

"As nearly as I can understand," said Dr. Kinsman, "the freight was en-

apparently paralyzed in both legs and tering the Wanstead siding to permit us to pass. The first intimation the arms, was active in mind, and was able to tell all he knew of the horrible the express was when the switchman affair. He lay for four hours, which caught sight of the headlight of the seemed an eternity to him, exposed to the cold and blizzard. He was about the last to be taken out of the blinding snowstorm rendered this in-Dr. Harvey was standing talking to the Grand Trunk agent from Kingscourt in the coach next the baggage car when the crash came. The lights followed was awful. From all sides went out at the same instant, and Dr. came shricks and cries of agony. From Harvey, like Mr. Quinn, described the beneath the wreckage came the most ensuing scene as "hell, simply hell." heartrending cries for help. I recall He was pinned to the floor by an iron one man, who with head crushed in, beam which lay right across his head, was pleading for death to relieve him. and which, if it had descended half Along with many of the uninjured an inch more, would have crushed in passengers I was one of a hastily orhis skull, for he was wedged in in ganized fire brigade. After a prosuch a manner that he could not even tracted struggle we succeeded in ex-tinguishing the flames and so pre-vented the additional horror of fire." close his jaws. This, however, proved to be his salvation, for he had to breathe through his mouth, and if it Robert Laing, of Petrolea, tells an had not been open the vice-like grip interesting story of the wreck. Mr. Laing, with his brother Alex, was ocin which he was held would have vented his opening it. When Dr. Harcupying the second seat on the second vey discovered that he could breathe day coach when the accident occurred. he simply made up his mind that he He was standing up donning his coat was going to live, and through sheer

and cap, as they intended to alight at Wyoming. While the collision of the two trains created a considerable shock in the second day coach; it was not sufficient to throw Mr. Laing off his feet. The man in front of him, however, was thrown back over the seat. and his head struck that of Mr. Laing, dazing him a little. On going into the vestibule. Mr. Laing received his first intimation of a serious accident, for an injured man was crawling out of the shattered forward coach. Mr. Laing stepped back and called for volunteers, and willing assistants were soon at work. Supt. Costello was indefatigable, and Alex Oldham, the London traveler, was also foremost in render-

will power he hung on to life through | ing effective aid to the dying sufferers. They were assisted by the Messrs. Laing, Conductor McAuliffe and his crew and others. Nurse Smith, of Petrolea, rendered invaluable aid to the wounded. Mr. Laing says that some of the sights were of the most harrowing description. In releasing one woman from the wreckage which pinned down her legs, all her clothing was torn off with the exception of one under-garment. Her screams of agony as she

was subjected to a necessary were heartrending. A little girl, bareheaded, walked up to the rescuers and "Papa and mamma are dead in said: there!" It was found later that her parents were alive though injured Another little girl was lifted from the window of the wrecked clach, and when asked if she was hurt, she gled and bleeding, lay dying in another replied with childish naivette, "No, but car, calling for his wife. Their little I'm awfully scared." She was taken child escaped injury. As we passed to a Puliman and laid in a seat. the wreck to take the special for Sar- where she had to endure the spectacle nia we could hear the groans of those of an aged woman's death. She stayed still in the wreck, while from the win-calmly in her place, however, and of an aged woman's death. She stayed

gave no further signs of being "scared."

The effects of the accident told severely upon Conductor John McAuliffe of the Pacific Express. He was completely un-nerved, and when seen by an Advertiser reporter was at times unable to go on

instant and yelled a warning to his attached. That his crew and himself fireman. He was badly injured in the crash and cannot understand how he the minute.

As he understood it, the brakeman of Pullman passenger, who was on the pullman passenger, who was on the the freight had just got off his train to attend to the switch at the siding. The the horrors of the wreck. According to his account, the express, which was late, was attempting to make up time. late, was attempting to make up time. The snow which was drifting heavily prevented the engineer from seeing but a short distance ahead.

The snow which was drifting heavily length, the extra could have run into the siding and into safety.

To the snowstorm Conductor McAuliffe attributes the chief cause of the collision. Engineer Mackenzie, of the express, could see the headlight of the

tering the Wanstead siding to permit us to pass. The first intimation the freight crew had of the nearness of that it was on the siding. Had the air been clear he could easily have determined to be the switchman. mined its position. However, even with this warning given, the conductor thought caught sight of the headight of the latter bearing down upon him. He rushed towards the passenger signal-time to avert the collision. An extremely ing with his lamp to stop, but the his downwards the passenger signal-time to avert the collision. An extremely ing with his lamp to stop, but the hinding snowstorm rendered this inblinding snowstorm rendered this ineffectual. The next moment the two
engines came together. The passenger
car was telescoped and the scene that ly unhurt, was in itself wonderful. Conductor McAuliffe and his brakeman. Thomas Bell, were in the vestibule at the rear of the second day coach, and when the shock came the latter was thrown on his face, while the conductor was not even knocked off his feet. Outside of a gental on his next. Processes was not even knocked off his feet. Outside of a scratch on his nose, Brakeman Bell was uninjured. Swinging his lantern from side to side to warn trains which might be approaching the wreck, he ran back through the snow along the track for four or five miles. He was picked up by the auxiliary.

The escape of the baggageman, Alex-The escape of the baggageman, Alexander Caulfield, of Niagara Fails, was ander Cauineid, of Niagara Falls, was nothing short of miraculous. Comfortably seated, reading a paper, when the crash came, he was carried with the car in its awful furrowing of the day coach. He received painful but not seri-

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ous injuries.