

MEET ME AT THE ALWAYS BUSY STORE

Special Discounts!

STANLEY BROS.

On Ladies' Ready-to-Wear

SKIRTS

Only 36 left—a lot of them at HALF PRICE—the balance at Sixty-six cents on the dollar.

Ladies' Cloth Coats

All this season's goods, at 66 cents on the dollar.

FURS.—Ladies' Fur Coats, Caps, Muffs, Ruffs, Boas and Mitts at One-Third Off.

Stanley Bros.

BIG

SLAUGHTER

SALE

NOW ON

25 to 50 per cent. off.

Everything in the Store

Samples Given.

Goods Allowed on Approval.

F. Perkins & Co.

Sunnyside. Phone 223.

Slaughter Prices

Dry Goods & Clothing

We are slaughtering all goods which we do not want, and must turn them into cash. Dry Goods, Flannels, Cottons, Gingham, Ladies' Underwear, Ladies' Gloves, Fur, Ribbons, Children's Caps, small wares, A lot of men's clothing, overcoats, Suits, odd Pants, odd Vests, boys' coats, boys' suits, men's working shirts, white and fancy shirts, men's hats and caps.

The above goods will be sold at from 25 to 50 per cent discount. Come and get your Xmas and New Year's goods at cheap prices. As we purpose to devote ourselves to the Boot and Shoe business exclusively, no reasonable offer for goods will be refused.

J. B. McDonald & Co., Leaders of Low Prices.

LOCAL AND OTHER ITEMS

Senator Wyman died in New York on the 11th.

News comes from Washington that Senator Hanna died there on Monday.

The winter steamers were unable to effect crossings either way between Georgetown and Plover last week.

The flyer from Halifax for Sydney was detained at Plover Cove last Monday night, the passengers escaping unhurt.

Every hall and a number of churches in Wainwright have been condemned by the building inspector. Further action awaits legal opinion.

There was no crossing of the steamer yesterday and no crossing of the ice boats at the capes; consequently no foreign mails.

Mr. R. L. Borden, the Opposition Leader, left Toronto last Sunday night for Virginia, where he will take a short rest before the session begins.

At Wednesday—High Mass and distribution of ashes at the Cathedral at 6 o'clock his Lordship the Bishop officiating, assisted by the Cathedral Clergy.

The body of a well-dressed young man was found three miles east of Brandon. The man apparently lost his way in a snow storm.

Two little girls aged four and five years respectively both daughters of Samuel McMurray, Broadbridge, Ont. got hold of a box of pills and ate a quantity. Both died shortly after from the results.

Orders are issued for manning the forts in Halifax harbor by all the artillery for three days tomorrow. This in the dead of winter is thought to have special significance as preparing the men for war. The men go to the forts this afternoon.

The writ for the election in Guysboro was issued on the 9th March and polling on the 16th. The election is to fill the vacancy caused by the appointment of Mr. D. C. Fraser to the Supreme Court bench of Nova Scotia.

Mr. and Mrs. George Conroy will have the sympathy of the community in their bereavement consequent upon the death of their daughter and only child, which occurred in this city on Sunday last, as noted in our obituary column. She had been on a visit to her uncle and aunt Dr. and Mrs. Conroy, and had been ill but a few days.

News comes from Sloan, B. C., of the death of Joseph Dolson, a native of Summerside, who lost his life by being buried beneath a snow-drift, while making a survey on ski from one mine to another. The deceased was a very popular young man among the miners and all who knew him. His mother still resides in Summerside and he has one brother in this city.

The trains were badly blocked on the western line of the P. E. Island yesterday. The train west of Summerside was cancelled and the train leaving Charlottetown on Monday afternoon only reached Tignish yesterday afternoon. It was almost twelve o'clock last night before the freight train from Summerside reached Charlottetown.

Stony advice of the 13th, say: Immense fields of heavy drift ice, covering an area of hundreds of miles square, extending far into the track of trans Atlantic commerce, blocking the Newfoundland coast and the Gulf of St. Lawrence are reported here. The steamer Bruce, which arrived at Louisburg from Placentia, reports having passed through a field two hundred miles long, which extended from the mouth of Placentia bay clear to the Cape Breton coast.

Great difficulty was experienced in receiving mails via the Capes last week. The mail that crossed from the Mainland on Tuesday did not reach here till Thursday. Several days mail from abroad arrived in the city on Saturday. The track from Summerside to Cape Traverse was badly blocked and the road on the New Brunswick side from Tormentine to Squeville was so badly snowed up that teams were employed to carry the mails to the cape.

In consequence of the storm yesterday, the market was very poorly attended. The prices of staples have not undergone much change. Pork is 6 cents a pound for the very best carcasses weighing from 150 to 200 lbs. Other weights are a shade lower. Oats are about 30 cents a bushel and hay is from \$10.50 to 11.50 for pressed and 55 to 65 cts. per cwt. loose. Eggs are scarce at 23 to 24 cts. per doz. Butter is 25 to 26 cts. per lb. and by the 100 lb. 20 to 21. Potatoes are coming in in fairly sufficient quantities to supply local demands at 25 to 30 cts. per bush.

The Mayor, City Councillors and Commissioners of Sewers and Water supply took place in Charlottetown on Wednesday. The contest was keenest in the mayoralty election between Dr. F. E. Kelly and Alexander Horne. Dr. Kelly was elected by a majority of 13 votes. The vote stood Horne 1505, Kelly 1518. We congratulate Mayor Kelly on his election to the chief magistracy. The old water commissioners, Messrs. C. A. McEgor and D. W. D. were re-elected with large majorities. The new council board consists of the following members: F. W. D. M. D. O. M. B. H. ward 2. Angus T. D. ward 3. W. W. Clarke. These three were elected without opposition. For ward 4 B. C. Power and P. S. Brown are the candidates and for ward 5 Messrs. James Paton, D. L. Hooper and Benjamin Rogers jr. were elected.

The War News.

The war between Russia and Japan is now in full blast, as the intelligence published below will show. Following is a summary of the war news as it has come to hand from day to day.

London, Feb. 10.—Japan's daring coup in opening the war on the strong Russian position of Port Arthur has astounded Europe, not only as it is indicative of the tremendous energy with which Japan will force the campaign but is regarded as almost a decisive blow so far as naval operations are concerned. Naval men are of the opinion that the disablement of three Russian ships is sufficiently important to assure Japanese victory upon the seas. All who are acquainted with the personnel of the Japanese navy and army agree that the war will be a constant series of dard-davil exploits, even riskier in character than the bold attack at Port Arthur. A Chefoo despatch written by a correspondent on board the British steamer forward by a torpedo and the Tarawitch aft. The bombardment followed, the Japanese shooting with good aim. Two shells burst on the summit of one fort and a number of shells on the face cliffs and along the beach. The Russians acknowledge the loss in the second bombardment of 9 men killed and two officers and forty-one men wounded on board the fleet, and one man killed and three wounded in the shore defence.

London, February 10.—The Japanese Minister here has received official confirmation of the destruction at Chemulpo of the Russian first-class cruiser Larig and three other vessels. A Tokio despatch says that three transports of Russian volunteers on their way to join the fleet, with twenty thousand troops on board, were captured by the Japanese off the Korean coast.

San Francisco, Feb. 11.—A cablegram to the Press from Nagasaki states that the Russian first-class cruiser Varig was sunk at Chemulpo by the Japanese fleet and captured and has arrived at Saeb. The despatch also states that in addition to the Russian vessels damaged in the torpedo attack at Port Arthur, seven other vessels were captured. General Kaurovskik has arrived at Harbin to take command of the Russian land forces. The Varig, the largest of the fleet, has a displacement of 6,000 tons, twenty three knots an hour. Her armament consists of twelve six inch, twelve three inch and six smaller guns. The Russian battleships Carevitch and Retzivan, reported sunk at Port Arthur, were among the largest ships in the Russian navy. The Carevitch was in fact the largest ship, having 13,116 tons displacement, carrying four twelve inch, twelve six inch, twenty three inch and thirty-two smaller guns, with a speed of eighteen knots. The Retzivan was a battleship of 12,700 tons, with armament as follows: Four twelve inch, twelve six inch, twenty three inch and twenty smaller guns, with sixteen knots speed. The Retziva, protected cruiser, 6,633 tons, carried six six inch, twenty three inch and eight smaller guns. Her speed was twenty knots.

London, February 11.—A special despatch from Port Arthur says that the Japanese fleet attempted on Wednesday to land upon several of the bays in the neighborhood of Port Arthur under protection of guns from an escort of cruisers. All attempts to land were unsuccessful.

London, Feb. 12.—In a renewed attack on Port Arthur the Japanese captured seven Russian ships and chased others. There have been disturbances at Port Arthur, in which a number of Japanese civilians were killed or imprisoned. A Chinese mob destroyed the telegraph around New Chwang. The bombardment of Port Arthur continues. The Russian bank building was destroyed.

London, Feb. 12.—The Standard correspondent cables that it is reported from Hakodate, Japan, on Tuesday.

London, May 12.—There is an unusual rumor that Port Arthur has surrendered.

London, Feb. 13.—The Japanese merchant steamers Zusho Maru and Nicono Maru, owned by private firms, while they were proceeding from Sakata to Okan on the island of Hokkaido, were surrounded on Thursday and bombarded by four Russian men of war, presumably off the coast of Herushan. The Niconon Maru was sunk, but the Zusho Maru escaped and arrived at Fuku-yama.

Chefoo, Feb. 13.—The British steamer Fu Ping when leaving Port Arthur was fired upon by the Russians. Three Chinese members of the crew were wounded. The Russian afterwards apologized and the Fu Ping, upon arrival at Wei Hai Wei, filed a protest with the British Commissioner.

St. Petersburg, Feb. 13.—A report has been received from Victory Alexieff saying that a Russian torpedo transport was blown up as a result of accidentally striking a mine at the entrance to Port Arthur. The transport sunk, and Capt. Stepanoff, three officers and ninety-one men were lost.

Chefoo, Feb. 15.—Three Russian torpedo boats have been sunk by guns from the forts here in mistake for Japanese vessels. It is reported that twelve thousand Japanese troops landed at Doye Bay on Wednesday. They were met by Russians who engaged them in a hand-to-hand fight. Reports say the Japanese were driven back. It is also reported that the Japanese troops landed 40 miles further west.

London, Feb. 15.—It is said that the Japanese squadron has sailed for Port Arthur.

Tokio, Feb. 15.—It is officially announced that three ships, comprising the Russian Vladivostok squadron, were sunk by Russians on Friday night while attempting to pass through the Tsushima straits, separating the islands of Hondo and Y. S. The Russians suffered heavily. It is stated all these vessels were blown up by torpedoes. They were all cruisers.

The destruction of the Russian cruiser Varig and the gunboat Korai, at Chemulpo, on Tuesday is officially confirmed but the details are lacking. Admiral Uru, commander of the Japanese squadron, sent a cablegram to the navy department saying that the two Russian vessels weighed anchor at noon, steamed down the bay and encountered the Japanese fleet while rounding the island, nine miles from Chemulpo. It is not known who first opened fire, but the exchange lasted thirty-four minutes. The Russian ships withdrew to Chemulpo. The Korai exploded about 5.30 o'clock. It is not clear how the Varig was destroyed. The loss of life and the effect of the shells on the Russians was unknown. It is possible that the Russian crew fled in the destruction of their vessels.

to avoid capture and annihilation. The Japanese did not lose a man and their ships were not injured. The names of the Japanese ships are withheld for strategic reasons. The Russian crew, it is reported, surrendered to the Japanese at Chemulpo. Japan is elated by its success in the engagement.

London, Feb. 16.—Practically the only war news that appears in this morning's papers is contained in a despatch sent from Chemulpo. It says the Russian gunboat Raboyink was captured at Masampu by the Japanese, who took her to Saeb. The capture is unimportant, the vessel being of obsolete type and most valuable.

St. Petersburg, Feb. 16.—The Russian second class cruiser R-yarin was blown up by a mine in the same manner as the Russian torpedo transport, Tensia. She had on board 197 officers and men, all of whom are supposed to have been lost. The R-yarin was a protected cruiser of 3300 tons displacement, which on her trial made 22.5 knots an hour. Her armament consisted of six 4.7 inch guns and ten of a smaller type.

The question of the passage of the Dardanelles by the Russian B'ok 5, states he has not been raised at the foreign office in London. "Russia has not asked permission for the passage of warships through the Dardanelles. If Russia would attempt any such thing without asking permission, it would constitute a grave breach of the treaty on the subject." It is a despatch from Copenhagen, a correspondent of the Daily Mail says: "The Russian Baltic squadron of fifteen warships passed through Danish waters to Lyen route for the Far East, around Cape Skagen, but as a fierce storm was raging in the North Sea, the Russian admiral ordered the squadron through the Kattegat without usual."

A special cable from Tokio to the New York World says: Further details of the naval engagement at Chemulpo on Monday in which Admiral Uru sank the Russian cruiser Varig and the gunboat Korietz, show that the vessels, left the harbor, fought separate battles and were crushed by the superior fire of the Japanese. The Korietz alone went out to fight the whole fleet. The Japanese broadsides raked her continually until she sank. Many of her crew were killed by shells or drowned, and the few who escaped to shore were captured. The Varig on steaming out to sea was met by a hail of shots. About 200 of the crew of 570 were killed or drowned. Many swam to the foreign warships and were taken aboard. The American gunboat Vinkburg, the British cruiser Talbot, the French cruiser Pascal and the Italian cruiser Elba witnessed the fight and saluted the victorious flag.

Japan's Declaration of War.

TEXT OF THE EMPEROR'S RESCRIPT SHOWING CLEARLY, IN BRIEF, THE CAUSES OF THE ACTION OF JAPAN.

"We, by the Grace of Heaven, Emperor of Japan, seated on the same throne, occupied by the same dynasty since time immemorial, hereby make proclamation to all our loyal and brave subjects, as follows: "We hereby declare war against Russia, and we command our army and navy to carry on hostilities against her in obedience to their duty with all their strength and we also command all our competent authorities to make every effort in pursuance of the duties, to obtain the triumph of our arms within the limits of the law of nations."

"We have always deemed it essential in international relations, and have made it our constant aim to promote the peaceful progress of our empire in civilization, to strengthen our friendly ties with other states, and to establish a state of things which would maintain enduring peace in the Far East and ensure the future security of our dominion without injury to the rights or interests of the powers."

"Our competent authorities have also performed their duties in obedience to our will, so that our relations with all the powers have been steadily growing in cordiality."

"It was thus entirely against our expectation that we were unhappily come to open hostilities against Russia."

"The integrity of Korea, was a matter of the gravest concern to this Empire, not only because of our traditional relations with that country, but because the unimpaired existence of Korea is essential to the safety of our realm. Nevertheless, Russia, in disregard of her solemn treaty pledges to China, and her repeated assurances of her respect for the independence and integrity of Korea, has consolidated and strengthened her hold on this province, and is bent upon their final annexation; and since the absorption of Manchuria by Russia would render it impossible to maintain the integrity of China and would, in addition, compel the abandonment of all hope of peace in the Far East, we were determined in those circumstances to settle the question by negotiations and secure thereby permanent peace."

"With that object in view your competent authorities, by our order, made proposals to Russia and frequent conferences were held during the last six months. Russia, however, never met such proposals in a spirit of conciliation, but by wanton delays put off a settlement of the serious questions, and by ostentatiously increasing her military and naval forces, sought to accomplish her own selfish designs."

"We cannot in the least, admit that Russia had from the first any serious or genuine desire for peace. She rejected the proposals of our government, the safety of Korea was in danger, and the interests of our empire were menaced. The guarantees for the future which we failed to secure by peaceful negotiations can now only be obtained by an appeal to arms."

"It is our earnest wish that by the loyalty and valor of our faithful subjects peace may soon be permanently restored, and the glory of our empire preserved."

Shocking Collision on C. P. R.

15 KILLED AND 25 INJURED.

Fully 15 men were killed, and 25 injured as the result of a head-on collision between an east-bound Soo train of the C. P. R. in the early hours of a bitter winter's morning Feb. 9th. The scene of the accident was three and a half miles west of Sand Point, a station between Arrprior and Reafrew, Ont. It was due to

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates. A trainman was sent back to Sand Point, and from there word was telegraphed to Ottawa to Divisional Superintendent Spencer. Working crews were called into requisition and auxiliaries ordered out from Carleton Junction and other points along the line. The injured were gathered up and brought to Ottawa. A special with the injured reached Ottawa at 3 o'clock in the afternoon. All the hospitals were notified before hand to be in readiness to receive the patients. Every city ambulance and a score of covered carriages were in waiting, while fully a dozen doctors were on the scene and superintending the transfer of the injured. Dubois, fireman of No. 8, lay still in death in one of the sleepers. He had expired on the way down. A sad feature in connection with his demise was the fact that his wife was at the station to meet him, hoping against hope that he had escaped. The poor woman was almost heart-broken when the dead news was conveyed to her. Baggage man O'Toole died in the station at 4 o'clock. Conductor J. T. Nidd, of the west-bound train, said: "It was the fault of myself and my engineer, John Dudley, that the wreck took place. I did not forget our orders, but the train slipped by Sand Point without my noticing it. My orders were in my pocket. We got our orders at Ottawa, which place we left at 2.55 a.m. I did not forget my order, repeated Nidd, but that does not excuse me. It was my first wreck." Engineer Dudley said: "I have nothing to say."

the failure of the engineer of No. 7, a west-bound train, to carry out his orders to stop at Sand Point and allow No. 8, east-bound to Montreal, to cross him there. It was just before 5 o'clock in the morning when the smash occurred. Train No. 7 left Ottawa about 3 o'clock, being a little over an hour late. It was in charge of Conductor Nidd and Engineer Dudley, both of Ottawa city. Orders to cross No. 8 east-bound Soo train at Sand Point were given at Ottawa. Dudley initiated the order in Conductor Nidd's book, but evidently forgot his instructions, while Nidd, relying implicitly upon Dudley, neglected to see a look out. The result was, instead of remaining on the siding at Sand Point and allowing No. 8 to pass, the west-bound express continued its journey, making a head-on collision inevitable. It was an awful sight for such a wreck. The cold was intense, the mercury being 20 below zero, and clouds of steam and vapor made it impossible for locomotive drivers to see far ahead. There is a heavy down grade where the accident occurred, and being on this, as well as making up lost time, No. 8 was running at a particularly rapid rate. In the darkness of the early morning the fatal collision occurred. Most of the cars save the Pullmans were smashed or telescoped, and engines, cars and everything were piled up on top of the other. The collision occurred when the passengers were asleep and some never lived to tell the tale of what happened. From beneath the wreck cries for help were coming, and those of the train crew and passengers who had been fortunate enough to escape quickly applied their efforts to the relief of the unfortunates