

GOOD-BYE TO THE ARTILLERYMEN

Departure of the Last of the Second Contingent.

Again Londoners Turn Out En Masse to Say "Good-Bye."

An Address by Mayor-Elect Rumball at the C. P. R. Station.

The "Send-Off" Characterized by the Same Enthusiasm as Marked the Others—Touching Scenes.

So short an interval elapsed between the time of departure for the mounted riflemen and that of the eighteen artillerymen, who will represent the London district in the second contingent, that in looking back upon the soldiers' send-off it all appears as a succession of rousing resounding cheers with a short breathing space between. The same quiet departure from the barracks; the tramp through the deep snow, enlivened by the patriotic music of the band and the hearty cheers of approving Britishers as they passed along the route of march to the station; the crowds there, with their tumultuous enthusiasm and hearty cheers and waving hats; the restraining policemen; the speeches; the arrival of the train; the hurried farewells and the prolonged cheers, as the cars rolled away between the masses of struggling, surging people—all these evidences as the outpouring of patriotic feeling in London yesterday, were but repetitions of what had happened twice before, and will happen often again should there be any such exigencies as have led to the creation of the second Canadian contingent for service in South Africa, in the cause of humanity, the empire and for the Queen.

Even more hurriedly than that of the mounted rifles, the day before, was the departure of the artillerymen arranged. It was the purpose of the meeting and the service in the drill shed on Wednesday that it would serve as the last formal farewell from the city, and thus would be avoided an unnecessary repetition. For this reason the men marched directly to the station.

PRESENTATION AT BARRACKS.

Just before being ordered out on parade, the men who went away were met at the barracks by a representative from the Association of Ex-Members of the London Field Battery of Artillery. Ex-Sergeant Wilson made a short speech, and afterwards each member of the contingent, was presented, on behalf of the association, with a very neat note-book and pencil, and a small Union Jack was pinned on each man's lapel. This proceeding was eminently fitting, and the volunteers expressed their appreciation of the ex-artillerymen's thoughtfulness and the order to parade was given shortly afterwards. The band then played the National Anthem. Col. Holmes went before the volunteers and urged them to strive to the utmost to uphold the honor of No. 1 district, and then bade them good-bye and God-speed.

ON THE MARCH.

The march left the barracks at 4:30 o'clock. The order of march, which was maintained until the arrival at the station was as follows:

Major Fairbank, commander of the 6th Field Battery, and Lieut. Lister, of Wolsley Battery, of the Seventh Battalion Band, No. 1 Company, R. C. R. I. Lieut.-Adj. McCormick of the Seventh Fusiliers.

The Attached Men at the Barracks, Capt. Betty, the Recruiting Officer, The Artillerymen.

The Representation From the Association of the Ex-Members of the Battery.

AT THE STATION.

The march to the station was a quiet one, but as soon as the volunteers arrived there the pent-up enthusiasm of the people broke out, and tremendous cheers followed one after another until the men lined up on the platform. Then came the farewells, and here the character of the members of the contingent and those who gave the good-byes was revealed. Some were bright-faced and boisterous, while the sober-minded people—the little girl who pressed a photograph into the hands of the big brother, whom she kissed and kissed again between convulsive sobs, the mother who eagerly asked the crowd to make the passage she had not strength to force in order to clasp the hand, and say the last parting word to her boy—these were the ones who knew that such a separation is not joyful, but causes bitter heart-longings for the dear ones who had gone away.

THE MAYOR'S SPEECH.

This was shown by the cheering response to Mayor-Elect Rumball's speech. On behalf of the citizens of London he wished them farewell, and

A THRILLING TRAIN RIDE

Narrow Escape of Passengers on Disrupted Cars—Brave Girl Saves a Train.

Galena, Ill., Jan. 4.—Travelers on a Chicago Great Western passenger train had a thrilling ride and a narrow escape from death at Galena Junction today. To avoid death the engineer and fireman of the passenger train jumped just as the engine crashed into the rear of a disabled freight train standing in a long tunnel. So great was the force of the collision that the passenger engine rebounded back, and before the engineer or fireman could climb aboard the engine the train was going down a steep grade at the mouth of the tunnel. The conductor was unable to use the air and the train had run a mile and was within 100 feet of a stationary freight train when stopped. Many of the passengers jumped, while others sought safety in the front coaches. The wrecked cars and the caboose in the tunnel caught fire and were destroyed.

BRAVE GIRL SAVED A TRAIN.

New York, Jan. 5.—Mount Vernon is ringing with the praises of Miss Mabel Field, 18 years old, who gave an alarm which stopped a New York, New Haven and Hartford Railroad train from plunging into a burning bridge. Miss Field was on her way home from church, when she saw the wooden bridge over the East Chester road burning. She knew a local passenger train was due. The only chance of saving it was to get to the Westchester depot, half a mile away, and notify the agent to stop the train. Grasping her skirts firmly, she sped along the tracks. With eyes a-sparkle and cheeks a blaze of color, she dashed into the station and told Station Agent Conly of her discovery. He seized a red lantern and ran as fast as he could, the girl following. They arrived just in time to flag locomotive No. 263, which was drawing along the train of freight cars. A few minutes later the east-bound passenger was brought to a standstill within a short distance of the burning bridge. Passengers and train crews, after putting out the fire, gathered about Miss Field and declared her to be a heroine.

OVER AN EMBANKMENT.

Detroit, Jan. 5.—A coach containing 30 people on a P. O. and N. train went over an embankment and turned completely over a mile south of Cole station. There were no serious injuries. Broken rail caused the accident.

GENIAL CONDESCENSION.

"You know that old neighbor of mine—Farmer Stonking?"

"Yes. What of him?"

"You ought to have seen him the other day when I introduced him to the Standard Oil magnate."

"Was he embarrassed?"

"Embarrassed? He slapped him on the shoulder. 'I'm not too proud to speak to you,' he said, 'although a Stonking considerably outranks a Rockefeller.'"

CARTER'S LITTLE LIVER PILLS

SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Heartly Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coal-Tongued Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.

God-speed. The blessings and goodwill of the citizens went with them to a war for justice and liberty—war was bound to have a glorious end. He hoped that he would have the honor of receiving them back while he was still in office. The great God who ruled above our land of peace, and also looked down upon the bloodshed in South Africa, would be with them.

Upon the conclusion of the mayor-elect's speech Mayor Wilson went among the men and distributed the souvenir gifts from the city, and the ladies of the Maple Leaf Club pinned flowers on each volunteer's coat.

WAITING FOR THE TRAIN.

The time before the arrival of the train was animated by scenes of shoulder-carrying such as marked Wednesday's send-off. First, Captain Garnett, of the 26th Battalion, was lifted and bounced upon the shoulders of uproarious friends. The action was contagious, and soon all along the line the volunteers were bouncing upon the shoulders of their admiring adherents, whose laughing efforts to maintain their struggling captives in their uncertain position relieved the tense expectancy of the crowd.

At last the train arrived, in charge of Conductor Orrell, and the men were entrained rapidly. Engineer James Henry was at the throttle, and in the brief period before he allowed the huge engine to forge its way out through the dense mass of people, carrying with it the trust evidence of Canada's patriotism, the friends crowded into the cars, and before some of the mothers could breach their farewells to their boys, the train began to move, and the last of London's contingent had started for the front. Many women had to be helped from the train while it was in motion, while a long cheer rolled from end to end along the platform, and still resounded as the volunteers waved their parting farewells from the rapidly disappearing coaches.

NOTES.

Artillerymen Randall, of St. Marys, and Hume of Saratoga were detained yesterday afternoon to stay in the city, and go down to Ottawa with the horses of the London quota. The fact that they were left on the station made many people think that they had missed the train. They left last night at 12:30 o'clock on the C. P. R., with 13 horses. These were all purchased after 12 o'clock yesterday, and were very expensive as they had to be created by the Canadian artillerymen may well be proud of the horses procured in this district. Very good prices were given for them.

Lieut.-Col. Holmes, D. O. C., accompanied the artillerymen to Toronto, where he will attend to the duties of the Toronto depot.

Capt. Garnett, of the 26th Battalion, who went as a gunner, was presented with a pocket-knife by the officers of the battalion.

The ladies of the Maple Leaf League non were permitted to enter the car and gave refreshments to each of the men.

Lieut.-Col. Smith, of the 7th Battalion, was on the station saying good-bye to the men.

Pte. Wm. Sutherland, who left yesterday, is a son of Mr. Harry Sutherland, of South London. He was one of the best shots in the 7th Battalion.

Artillery, Ont. Jan. 4.—Canada's W. Vantuyll, of 6th Field Battery, London, and Lieut. Charles F. Colter left here at noon today for South Africa. They go with D Battery of Artillery from London. There was a large crowd at the station to see them off and wish them good luck and a safe return. The citizens of the town presented them each with a purse containing \$15, and their brother members of the Petrolia volunteers gave them a very fine gold watch each.

RAILWAY MANAGEMENT

Shift in the G. T. R. Departmental Staff Announced.

Foreclosure of C. and G. T. R. Mortgage for Principal of the Bonded Debt of \$6,000,000.

Montreal, Jan. 5.—A number of important departmental staff changes have been officially announced at the Grand Trunk headquarters. Mr. Wm. Aird, master mechanic, in charge of the Montreal workshops of the company, has retired on account of advancing years, and has been succeeded by Mr. A. Elvin, who has assumed control of the Montreal shops. The promotion of Mr. Elvin has given a lift upward to Mr. Thomas McHattie, who is appointed master mechanic for the east-division with headquarters at Montreal. Mr. Riley Williams, the trainmaster of the 26th district, which includes Chicago, Battle Creek and Nichols yards and stations, has resigned his position in order to become superintendent of the three I's system—Illinois, Indian and Iowa. He is succeeded by Mr. R. P. Dalton, who has been trainmaster and superintendent of terminals at Montreal (fourth and fifth districts), with control of the second district between Montreal and Richmond. Mr. X. H. Cornell, chief train dispatcher, is Mr. Dalton's successor as trainmaster, but the office of superintendent of the Montreal terminals has been abolished. Mr. W. J. Stinson is appointed chief train dispatcher of the 26th district, vice Mr. X. H. Cornell, promoted.

Detroit, Jan. 5.—A bill was filed on Wednesday in the United States circuit court here by the Mercantile Trust Company of New York, as trustee, to foreclose the senior mortgage on the Chicago and Grand Trunk Railway Company for the principal of the bonded debt of the company, \$6,000,000, which has been secured by a series of bonds aggregating \$15,000,000 at 4 per cent interest, payable semi-annually, and to exchange these bonds for the first mortgage bonds, dollar for dollar, and for the second mortgage bonds at 75 cents on the dollar and to issue the remainder of the bonds for capital to double track and otherwise improve the road. The Grand Trunk Railway Company of Canada is a large shareholder and creditor, and has under its traffic agreement with the Chicago and Grand Trunk contributed to pay the interest on the latter road's mortgaged bonds. The company has also been the scaling down of the interest and reduction of the principal of the second mortgage, has signified its willingness to enter into agreements which practically guarantee its payment in the period of the new bond issue.

Receivers W. E. Meddaugh and Henry B. Joy, of the Chicago and Grand Trunk lines, have been appointed receiver and Chicago, inaugurated their control of the property by announcing a list of promotions in the traffic and transportation departments of the road. George W. Laid, a former general freight agent, has been made general passenger agent, and David Brown, who hitherto has been assistant to General Freight Agent John W. Laid, has been made general freight agent, with headquarters in Chicago. Other appointments are as follows: Superintendent, Wm. Cotter, of the quartermaster department; and treasurer, James H. Muir, master mechanic, J. E. Muhlfeld; master car builder, John Hodgson.

FRIED ONIONS

Indirectly Caused the Death of the World's Greatest General.

It is a matter of history that Napoleon was a gourmand, an inordinate lover of the table, and his habits and history further records that his favorite dish was fried onions; his death from cancer of the stomach, it is claimed also, was probably caused from his excessive indulgence of this fondness for the odorous vegetable.

The onion is undoubtedly a wholesome article of food; in fact, has many medicinal qualities, also, but it would be difficult to find a more indigestible article than fried onions, and to many people they are simply poison, but the onion does not stand alone in this respect. Any article of food that is not thoroughly digested becomes a source of disease and discomfort, whether it be fried onions or beefsteak.

The reason why any wholesome food is not promptly digested is because the stomach lacks some important element of digestion; some stomachs lack pepsine, others are deficient in gastric juice, still others lack hydrochloric acid.

The one thing necessary to do in any case of poor digestion is to supply those elements of digestion which the stomach lacks, and in doing this so thoroughly and safely as Stuart's Dyspepsia Tablets.

Dr. Richardson, in writing a thesis on treatment of dyspepsia and indigestion, closes his remarks, also, by saying: "For those suffering from acid dyspepsia, shown by sour, watery risings, or for flatulent dyspepsia, shown by gas and stomach, causing heart trouble and difficult breathing, as well as all other forms of stomach trouble, the safest treatment is to take one or two of Stuart's Dyspepsia Tablets after each meal. It advises them because they contain no harmful drugs, but are composed of valuable digestives, which act promptly upon the food eaten. I never knew a case of indigestion or even chronic dyspepsia which Stuart's Tablets would not reach."

Cheap cathartic medicines claiming to cure dyspepsia and indigestion can have no effect, whatever in actively digesting the food and to call any cathartic medicine a cure for indigestion is a misnomer.

Every druggist in the United States and Canada sells Stuart's Dyspepsia Tablets, and they are not only the safest and most successful, but the most scientific of any treatment for indigestion and stomach troubles.

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AN IMPRESSIONIST.

[Washington Star.]

"What branch of art does your friend prefer?" asked the young woman.

"I don't know," answered Miss Cayenne; "but I should say he is an impressionist."

"Has he produced anything remarkable in that line?"

"Yes; the impression that he is an artist."

PALE PEOPLE

Have their blood enriched, their heart strengthened and their cheeks rosy by using Milburn's Heart and Nerve Pills.

Insufficient quantity or poor quality of the blood is one of the evil results that usually follow any derangement of the heart.

If the heart becomes weakened in any way it cannot pump the blood to the lungs as it should, there to be purified and impregnated with the life-giving oxygen.

As a result the blood deteriorates. It loses its nourishing, vitalizing, health-giving qualities. The face becomes pale, thin and waxen, the lips bloodless, the hands and feet cold.

There is weakness, tiredness, shortness of breath and palpitation. When those suffering from thin or watery blood start taking Milburn's Heart and Nerve Pills they are assured of a cure. Every dose acts on the heart itself, causing it to beat strong, steady and regular.

Every dose, too, introduces into the blood those vital elements necessary to make it rich and red.

Soon the pale cheek takes on the rosy hue of health, there is strength instead of weakness, energy and activity take the place of tiredness and lassitude.

Miss M. Skullion, 60 Turner Street, Ottawa, Ont., says: "I was greatly troubled with my heart, together with extreme nervousness for many years. These complaints brought about great weakness and feeling of tiredness. My blood was of poor quality, so much so that I became pale and languid. Milburn's Heart and Nerve Pills cured me after all else failed. They built up my system, enriched my blood, strengthened my nerves and restored me to health."

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WESTERN ONTARIO

P. H. McCool, of Gorham, N. H., has been appointed general roadmaster of the Buffalo division of the Wabash and Southern division of the G. T. R., with headquarters in St. Thomas.

Mr. L. Barr, of North Dorchester, has purchased the fine farm of Elder John Campbell, 10 acres, with brick dwelling, together with commodious outbuildings for \$7,500. Mr. and Mrs. Campbell will move to Ingersoll.

A committee representing the employees of the L. E. and D. R. R. shops of Walkerville called at the residence of Mechanical Superintendent Austin Tuesday evening and presented him with a handsome Morris chair, together with a short address.

The customs returns for the month of December for the port of Stratford are as follows: Imports—Free goods, \$122,013; dutiable goods, \$28,677; duty collected, \$6,888.82. The excise collections for month of December for Stratford division amounted to \$7,342.15.

The Elma Reform Association, at their recent annual meeting, elected the following officers for the ensuing year: President, T. G. Ballantyne; vice-president, George Struthers; secretary, C. Hellar; secretary-treasurer, James W. Dickson.

Lawson's cheese factory, on con. 1 of Dereham, was destroyed by fire on Dec. 30. Besides the building and machinery, two months' make of cheese was also destroyed. The building, a total loss, but is covered with \$2,000 insurance. The loss on the cheese is also covered by insurance, there being \$3,000 on it.

The customs returns for Branford for December show a falling off. The exports totalled \$28,707, as against \$8,250 in December, 1898. The imports show free goods entered \$83,211; dutiable goods \$69,836, and duty collected \$13,237.22. The imports show dutiable, \$62,222, and duty collected, \$13,832, last year.

Several important changes have been made in the office staff of the L. E. and D. R. R. A. E. Drake has been promoted to the position of acting freight and passenger agent to succeed L. E. Tilson, of St. Thomas, who has been made general manager at Chatham in place of A. R. Patterson. Hugh McDowell, of the passenger department, takes Mr. Drake's place, and H. E. Easton goes to the car mileage department. A. Edgeworth has been promoted to the position of chief clerk. F. W. Burgess, of Saratoga, goes to the main office at Walkerville as stenographer.

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