

**SOME AT MONEY-SAVING PRICES**

- 25 Pairs Men's Extra Heavy Corduroy Pants in brown and tan, all sizes, 32 to 42, regular \$2.75 for.....\$1.95
- 50 Pairs Men's German Worsted Pants, look like worsted, double the wear of overalls, regular \$1.50 for.....\$1.25
- Men's Solid Rubber Coats, large and well made, guaranteed waterproof, corduroy collars, black only, regular \$4.75 for....\$3.75
- Boys' Waterproof Coats, sizes 29 to 34, drab only, guaranteed waterproof, regular \$4.50 for.....\$3.85
- 25 Dozen Pure Wool Worsted Hose, all sizes, 6 to 10, very special.....25c per pair
- 15 Only Boys' Fancy Overcoats, sizes 3 to 7 years, regular \$3.50 to \$4.50 for.....\$2.00
- 11 Dozen Men's and Boys Fur Lined Caps, large peak, fall shape, regular 65c and 75c, to clear at.....50 Cents

**Millinery Special**

95 Trimmed Hats, the season's most correct styles, clearing at

**25 PER CENT. DISCOUNT FROM REGULAR PRICES**

**A. Brown & Co.**

**TIME TO BUY WATCHES**

**SPECIALS**



- 6 size Ladies' 14 Kt. Gold Filled with Waltham Movement at.....\$10
- 18 size Gent's Gold Filled with Waltham Movement at.....\$10

WHETHER YOU WANT TO SPEND A COUPLE OF DOLLARS OR 10 TIMES THAT AMOUNT FOR A WATCH, YOU CAN GET THE MOST FOR YOUR MONEY BY CHOOSING FROM OUR STOCK

**CARL A. CLASS**

ISSUER OF MARRIAGE LICENSES

**Plumbing and Heating**

If you are building this year we will be glad to estimate the cost of a bath room for you. Our man has city experience and will guarantee work to pass any inspector.

**Bucks Reliance, Pease Economy and Kelsey Furnaces** are leaders that require no description. Our prices are low and work guaranteed.

**The N. B. Howden Est.**

PAVETROUGHING AND REPAIRING ON SHORT NOTICE

**ANOTHER FATAL ACCIDENT AT WANSTEAD**

THREE G. T. R. TRAINMEN BURNED TO DEATH IN CABOOSE FOLLOWING A REAR END COLLISION

Three Men Badly Injured and Now in Hospital at London

Inquest Being Held in Watford Before Dr. R. G. Kelly, Coroner.

**BURNED TO DEATH**

Conductor William Moffat, Sarnia Tunnel; Brakeman Stapleton, unmarried, Sarnia Tunnel; Brakeman George A. Hollerman, unmarried, Sarnia Tunnel.

**THE INJURED TRAINMEN**

Engineer W. H. Hall, 290 Rectory street, both legs broken, shoulder dislocated and right eye almost blinded, now at Victoria Hospital and will recover; Brakeman William Rickman, 113 William street, neck and head badly injured, now at Victoria Hospital and will recover; Fireman H. Holding, 356 Rectory street, right wrist sprained and left hand broken.

Death in its most horrible form cremation alive, in wreckage of their caboose, following a rear-end freight collision during the intensity of one of the most severe blizzards that has swept this part of the country in many years, came to three Grand Trunk trainmen between Kingscourt and Wyoming, 7 miles west of Watford, on the Sarnia Branch, at 5 o'clock Monday morning.

News of the calamity, because of the paralyzing of the telegraph system by the storm, did not reach London until after 1 o'clock Monday afternoon, when express No. 4, then 10 hours overdue, pulled into the depot and reported having been held up on the west side of the blockade resulting from the collision.

**TERRIBLE STORIES TOLD**

The stories of the three injured London trainmen are of the most ghastly character, the accounts of the deaths of the three victims cremated and of the rescue of Engineer Hall as the flames licked up the splintered timbers about him being horrifying.

A crew headed by Conductor Moffat, one of the men burned to death, and Engineer Hall was called from London at midnight to relieve men coming from the east on a manifest freight. They left London at 3 o'clock and according to members of the crew the locomotive was not then in condition for the run after its long battle against the storm from the east. They made Komoka in safety, but were then travelling under the greatest difficulties and in the working of the block protection were compelled to pull into a siding. There they remained until the water supply was almost exhausted and fearing further trouble from the locomotive Hall concluded to dump his fire and abandon his train. Another freight had in the meantime pulled in

behind him. It was likewise in trouble but was fit for further going. The crew of the second train concluded to reduce fourteen cars and freed of that much of the load they picked up the dead engine and placed it six cars from the head of their train. The caboose of the abandoned train was also dropped on the back end, the cars being left out of harm's way on the siding.

The train then proceeded westward and made Kingscourt Junction without stopping. Shortly afterward however, the water supply threatened to give out and the train stalled near Bear Creek bridge, one mile east of Wanstead. The locomotive was cut off and started out light in an effort to make the next water spout. She also failed, however, and to prevent possibility of explosion, the engineer pulled into a siding at Wyoming and emulating Hall, dumped his fire in a like manner.

In the meantime the blizzard raged and Stapleton and Holleran alternated protecting the rear end of their train. Snow fell in great clouds through which it was impossible to see even the "fuse" signals more than a couple of carlengths. A terrible gale blew out of the north-west and to remain long in the open meant death for any man who would attempt it. Although he was travelling "dead head" with other members of the crew of the freight first abandoned, Brakeman ("Curley") Harry Brickie, also of Sarnia, gave the best he had and buckled in with the other two relieving the protector at about five minute intervals.

Conductor Moffat was doing all in his power to protect his train before it turned into bank, "Fireman H. Holding, of London, the real hero of the tragedy," said. "He sent his men back under instructions to plant red and yellow fuses and fog signals three hundred yards from the tail of the train. The men took red and white lanterns in the hope that the attention of any engineer who might happen along would be attracted. "I dropped off to sleep and Hall and the others of our crew who had previously been riding in the locomotive cab, came back to the tail end for food. After a meal they also turned in and were in their bunks when the crash came.

**FREIGHT DASHES ON.**

"Curley" told me that he had occasion to go out while the others were in the car and as he slammed the door and peered into the darkness the headlight of the on-rushing freight loomed up like a yellow moon in the storm. The roar of the wind made it impossible to hear anything. He screamed and jumped, but we did not hear his warning.

"I awakened, stunned, on the top of a pile of wreckage from the two cabooses and felt the trucks which were hurled on top as they crunched along beside my body. Both my hands were pinned, but I managed to free them, and as I worked my fingers out several places in the wreckage. I could hear men screaming for assistance, and in the yellow flare of the burning cars I caught a glimpse of Hall, my engineer, hanging in the debris about 10 feet or more above the ground. He was held by timbers over his right leg, and his body hung down in a manner that threatened to break his back. Curley, who was unhurt, and a couple of men of the train which had struck us, rushed up and tried to quench the fires with snow. There was no water available, and they could do nothing. The wind blew the lumps of snow beyond reach and fanned the fire into a fury.

"I could see one of the doomed men in the debris, and his calls were piteous. The fire was then all around him, and I knew there was no chance to rescue him. A couple of men struggled frantically to work their way toward him, while two others, who could not be seen from my position, pleaded piteously for help. The man whom I could not see was held by a timber over his knees, and he grasped and clawed desperately to pull himself out of the wreckage as the fire surrounded him and burned off his lower limbs. He writhed in terrible suffering and moaned agonizingly before he finally fell back into the heat of the inferno and was cremated, with the others.

"Hall was a brick and directed us, despite his terrible injuries. Both his legs were broken by the impact, but the right one was caught in the wreckage. We secured a shaker bar from the engine and used it for a lever to lift the weight off him, but four of us could make no impression upon it. I tugged away for an hour and 40 minutes before he was released, and the last few boards I pulled from about him were then burning. Had he been five minutes longer in that position he would have met the fate of the others.

"I had confidence that we could get him out until the fire spread all about us, and a burning bunk cushion fell over on top of us as we worked. Hall then showed his grit and begged us to get an axe and chop off his leg. "Better that than be roasted to death. Go to it, boys," he told us.

"We carried him to the engine which had struck us, and left him there for a time where he could be warmed up. His right hand, with which he grasped the iron bar to hold his body up out of the fire, was frozen to the wrist. Later, fearing that the fire would spread to the cab of the engine, as it threatened to do every moment, we cut down a curtain off the cab and carried him on it to the caboose at the other end of the train.

"Both cabooses on the out train were smashed to splinters and burned within a comparatively short time. The light of the fire alone guided us in the fight, but as it spread it threatened every further fatalities. A flat car was next to the vans on the train and crumpled up when the impact came. The wreckage was thrown almost against an oil tank car and for a time we looked for the tank to explode momentarily.

"Our anxiety was still further increased by the fact that No. 4, the Chicago express, would plunge into the wrecked train, and one of the uninjured men who

was doing good work in the attempts to rescue, was sent away to protect us."

Coroner Dr. Kelly, and Dr. Newell and Brandon, of Watford went to the scene of the disaster as soon as possible, the latter went through to London with the injured men.

London auxiliary crew was rushed to the scene when news of the accident was received here, and Superintendent W. R. Davidson took direct charge of the task of opening the line. Later the London equipment was augmented by the force from Hamilton.

Seventy-five miles of poles in this district were blown down during the blizzard, and the work of replacing them is a task of large proportions.

R. G. C. Kelly, M. D. coroner, Watford, decided that an inquest was necessary and on Tuesday enpanelled a jury who met at Brown's undertaking rooms, viewed the remains and adjourned until Monday next to hear the evidence.

**GUARD THE BABY AGAINST COLDS**

The season for colds is at hand and unless the mother keeps a continual watch over her little ones cold will seize them and often more serious results follow. An occasional dose of Baby's Own Tablets will prevent colds, or if they do come on suddenly the Tablets will clear the stomach and bowels and relieve the baby from cold. The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

**Laymen's Missionary Meeting**

The Laymen's Missionary Meeting held at Sarnia on Wednesday of last week, was a decided success. Three hundred men representing the different churches were present. Such work as the supreme business of the church, the privilege and responsibility of the men of the church, what the world owes to christianity and the duty we owe to Jesus Christ, and the true life of the world were presented. The value of business methods of management in the congregation not only in the matter of ordinary revenue but also and especially in the missionary work of the church were discussed. The laymen considered that it was the duty of the ministers of the various churches to preach on missions and instruct their men how to transact business. What was needed was a thorough every member or every person visitation bringing the matter in a kind and tactful way before every person in the congregation. It was shown that when this was done, and done well, it always, without exception, resulted in a large increase both to ordinary revenue and to the mission work of the church.

Strathroy disposed of its Collegiate Institute debentures at par to two Caradoc farmers.

**BULBS**

For Winter Blooming

With very little expense and with almost no trouble you can have fragrant winter flowers.

We have just received the choicest varieties of the following bulbs:

- Hyacinth,
- Chinese Sacred Lily,
- Dafoedils,
- Tulips.

Now is the time to get these ready for early winter blooming. Don't delay—Our stock is limited.

**J. W. McLAREN**

DRUGGIST STATIONER, Issuer of Marriage Licenses

The Rexall Store

**Wa**

Volume XXXIX

**LOCAL HAPPENINGS**

THE GUIDE-ADVOCATE welcomes items of interest for its readers. Call Phone 11, send by mail or in person to GUIDE-ADVOCATE LETTERS.

THE renewal season is at hand. SAMPLER Girls' Coats, nifty! SWIFTS.

NEXT Thursday is Thanksgiving in the United States. Don't forget that a rural man must bear a two-cent stamp.

P. DODDS & SON shipped apples to Pembroke this week. W. W. Howards shipped a car to Hamilton and one to Toronto week.

FOUNNES Gloves for every member family.—A. BROWN & CO. SLEIGHING commenced Nov. 11th year. Make a note of this reference.

THURSDAY, Dec. 18th, is the Methodist Sunday School entertainment. Keep it in mind.

WEDNESDAY, Dec. 17th is selected for the Presbyterian school entertainment.

If the roast beef of Old England much higher in price, cold Canada will soon become pop C. W. WILSON went with a party to Parry Sound. He home a fine young deer as a result.

THE business men who economize by cutting down their items of interest for the Guide will be sorry for.

YOUNG Men's Overcoats, styles.—SWIFTS.

THERE has been no more second growth fruit and vegetable last week's storm. All this come to an end.

MISS MINNELLY is making up in balance of winter hats—gains. Also opening new at Xmas Goods. Come and have a side for you.

IT is proposed, as an apparatus of celebrating the semi-centenary of the confederation of the provinces, that a world's fair be some Canadian centre in the year.

Now is the time to renew year and take advantage of our Rates. With most of the paper in our hat on another page the of 1913 will be given free.

WALL PAPER in a great variety, from the cheapest to the most expensive. Also a few remnants at remarkable prices.—P. DODDS & SON.

THE old adage used to run "to bed—early to rise, make healthy, wealthy and wise." days it goes something like this: your ears, use your eyes, trade who advertise."

YOU can shoot quail or pass any county of Ontario but Egan a large number of Hungarian imported partridge have been this year in an endeavor to rapidly thinning ranks of game.

SOME things we may expect, holiday rush, cold business activity, municipal skating and hockey, a vacation mobiles, live business announcements. The Guide-Advocate circulation fine to grow.

CORRESPONDENTS will kindly from sending advance notices tabernacles where an address charged, unless they send who responsible for the payment advertisement. The charge is a line—six words make a line.

SPECIAL Sale of Tweed Suits order, \$16.50 to \$18.50, very SWIFTS.

LOUISIANA (Mo.) PRESS—our friends suggest that "Twenty Years Ago" color paper. All right. How is starter? "Twenty years ago Dobbins promised to pay his son when he sold his wheat. question is, "Did John lie, or 'holding his wheat'?"

MANY high school boards are ering the advisability of the school hours. They do not let yet as to the exact details, but census of opinion is to start another half hour at lunch. This would permit pupils present number of hours each present, and close at 2.30 or 3.

DOWN in Hamilton they are ing, among other evidences of cost of living, an advance in price of beans. Ordinary garden beans cost 10 cents beans wholesale in Hamilton and \$2 a bushel, but the consumer that buys them is found on \$6 a bushel.

NOTICE has been sent out by office Department that after 31st, 1913, couriers on rural routes will not be allowed mail to any person who has a station Government mail notice is given early so that have been using wooden boxes time to change them before it is cut off.