

F. H. BUTLER,
STOCK BROKER.

Stocks, Bonds, Grain and Provisions
bought and sold for cash or on margin.
Send for vest pocket manual. Long dis-
tance "phone" calls. OFFICES—Masonic
Temple, London.

TODAY'S MARKETS

OTHER MARKETS ON PAGE 5.

CHICAGO EXCHANGE.

Reported for the Advertiser by F. H.
Butler, stock broker.

	Open	High	Low	Close
Wheat—Dec.	73 1/2	74 1/2	73 1/2	74 1/2
May	77 1/2	78 1/2	77 1/2	78 1/2
Corn—Dec.	43 1/2	44 1/2	43 1/2	44 1/2
May	47 1/2	48 1/2	47 1/2	48 1/2
Oats—Dec.	32 1/2	33 1/2	32 1/2	33 1/2
May	36 1/2	37 1/2	36 1/2	37 1/2
Pork—Jan.	17 1/2	18 1/2	17 1/2	18 1/2
May	16 1/2	17 1/2	16 1/2	17 1/2
Lard—Jan.	10 1/2	11 1/2	10 1/2	11 1/2
May	9 1/2	10 1/2	9 1/2	10 1/2
Rib—Jan.	8 1/2	9 1/2	8 1/2	9 1/2
May	7 1/2	8 1/2	7 1/2	8 1/2

OLD COUNTRY PRICES.

London, Dec. 27.—Canadian cattle are
unchanged, at from 13s. to 15s. per lb.
Dressed weight; sheep are quoted at 12s.
to 13s. per lb.; hams, 12s. to 14s. per lb.;
refrigerator beef is weak, at 10s. to
11s. per lb.

MUNICIPAL NOMINATIONS

Campbell, Taylor, Beck, Judd and
Winnett for Mayor.

Some of These Are Expected to
Withdraw Before Election Day.Complete List of Nominees for Hospital
Trust, Water Commission, Alder-
men and Board of Education.

The nominating for the mayorality,
school trustees, hospital trustees and
water commissioners took place this
morning in the city hall. There was
but one election by acclamation, that
of Mr. E. J. MacRobert, for Ward 4.
A meeting was called for this evening
at 7:30 in the city hall, when the vari-
ous candidates will speak.

FOR MAYOR.

Clarence Thomas—MacRobert, proposed
by Thomas Cooney, seconded by A.
Greenlee.

Charles Taylor—H. M. Douglass, H.
MacKinnon.

Adam Beck—John Christie, O. La-
belle.

W. H. Winnett—W. F. Roome, Wm.
Wyatt.

C. J. Judd—R. J. Hennessy, J. P.
Moore.

HOSPITAL TRUSTEES.

Adam Beck, proposed by H. MacKinnon,
seconded by John Christie.

G. M. Reid—A. Greenlee, Cl. T.
Campbell.

Thomas Beattie—R. A. Bayly, H. M.
Douglass.

Win. Wyatt—John Whitaker, B. S.
Sainsbury.

Richard A. Bayly—F. Hayman, W.
D. Willis.

Adam J. McMahon—J. H. McMechan,
H. M. Douglass.

FOR SCHOOL TRUSTEE.

No. 1 Ward—
W. J. Stevens, proposed by Wm. Gerry,
seconded by James Johnson.

C. J. MacRobert—H. Winder, W. J.
Tessdale.

No. 2 Ward—
Charles Colerick, proposed by D. C.
Macdonald, second by W. Grant.

D. W. Blackwell—E. T. Essery, W. T.
Strong.

No. 3 Ward—
W. J. Stevens, proposed by F. L.
Walsh, second by G. Link, T. Baker.

C. W. English—A. E. Welch, R. A.
Carrothers.

No. 4 Ward—
E. J. MacRobert, proposed by J. W.
Jones, second by John Christie.

Electors by acclamation.

WATER COMMISSIONERS.

R. A. Carrothers, proposed by Charles
Taylor, seconded by H. Winder.

Sell Cooper—A. E. Welch, W. Ayers.

H. M. Douglass—Henry Dreaney, H.
Winder.

T. Essery—H. B. Gahan, H. Winder.

William Jones—James Calhoun, W. J.
Wilson.

J. W. Little—William Gerry, A. V.
Escher.

J. W. Pocock—James M. Logan, H.
Winder.

J. W. Jones—R. W. Bennett, C. Camp-
bell.

F. J. Rumball—H. H. McMechan, W. H.
Winnett.

FOR ALDERMEN.

W. D. Willis, proposed by William
Jones, seconded by John E. Showler.

H. J. Stevenson—Cl. T. Campbell, A.
Greenlee.

Arch. Becher—Adam Beck, E. W. Grif-
fith.

H. M. Graydon—F. Hayman, A. E.
Carrothers.

Thomas Hillard—C. Boyce, R. A. Car-
rothers.

F. J. Fitzgerald—W. W. Gammage, Cl.
T. Campbell.

M. D. Donohue—H. C. Clark, E. J.
Wright.

Thomas Jones—J. C. Judd, W. M. Eng-
lish.

C. H. Ziegler—J. C. Judd, W. H. Win-
nett.

A. Trafford—Charles Colerick, R. A.
Bayly.

Sam Stevely—Walter Bartlett, James
Johnson.

J. H. Pritchard—R. A. Bayly, T. Jones.

J. C. Judd—T. Jones, S. Bell.

William Wyatt—A. G. Chisholm, T.
Jones.

William Gerry—A. M. Hunt, Walter
Ayers.

Joseph Brown—J. M. Jones, Charles
Cowan.

George Rowntree—W. B. Mills, W.
Ayers.

R. F. Matthews—John Hodgins, John
Jones.

W. Walsh—H. Winder, H. M. Douglass.

A. E. Welch—W. J. Tessdale, Cl. T.
Campbell.

J. H. Saunders—Alex. Graham, John
McNab.

W. Scarrow—Thomas Fowler, P. Walsh.

J. B. Campbell—E. J. MacRobert, W.
T. Strong.

Cl. T. Campbell—Neil Cooper, W. M.
English.

M. Scarrow—A. Keenleyside, A. K.
Hicks.

A. Keenleyside—W. Scarrow, A. K.
Hicks.

Henry MacKinnon—W. H. Ferguson, E. A.
Shelbottom.

H. M. Douglass—Charles Taylor, P.
Walsh.

Charles Taylor—P. Walsh, H. Winder.

Neil Cooper—C. J. McCormick, R. A.
Carrothers.

Henry Dreaney—R. A. Carrothers, S.
O'Mara.
James M. Logan, E. J. MacRobert, C.
J. McCormick.
R. S. Abram—J. C. Judd, J. M. Logan.
Andrew Greenlee—J. W. Jones, John
Christie.
Henry Winder—H. M. Douglass, Henry
Dreaney.
S. O'Mara—H. M. Douglass, Henry
Dreaney.
R. A. Carrothers—P. Walsh, H. M.
Douglass.
J. H. McMechan—J. W. Jones, John
Christie.
R. R. Bland—R. A. Jones, H. J. Har-
dingham.
John Forrestal—George Hayman, Henry
Depper.
W. H. Winnett—John Bowman, Joseph
Granger.
J. C. Park—Thomas Cousins, C. J. Mc-
Cormick.

ARE DOING MUCH BETTER

Patients at Hospital Subject to Noticeable
Change.

The condition of the patients at Vic-
toria Hospital is gratifying to a degree.
Since the report given out at a late
hour last night, with one exception,
all have improved and are stronger
and in better spirits than at any other
time since the wreck.

Alexander M. Stewart, of Wingham,
is the only one whose condition is less
satisfying. He is only slightly bruised,
but his pulse sank rapidly during the
night. Dr. Mason, one of the house
surgeons, said that he thought that
he was merely suffering from shock.

The state of Baker, Bird, Barnes and
Cuthbertson, who are considered the
most seriously injured, has improved
wonderfully and now none but the
brightest hopes are entertained for
them.

Mrs. Dr. Stewart, of Oshkosh, Wis.,
is now in the hospital. She was in-
jured by the engine, and Mrs. Cootie,
of Chicago, and Dr. Harvey are all much
better.

It has been stated that George
Stacey, of Wainstead, was in a pre-
carious condition. This is not correct. His
injuries are not at all serious.

Supt. Heard gave out the following
statement today: "Since the report
given out last night no further serious
developments have materialized. All
the patients are resting well, and we
have every hope for the recovery of
each."

None of the injured have been re-
moved from the hospital yet.
John Cuthbertson, of Port Huron,
who was injured in the wreck, is well
known in London, having formerly
lived here. He is a brother-in-law of
J. McMechan, butcher of this city.

When he was here he was a foreman
at what is known as the Grand Trunk
paint shops. In Port Huron he held
the same position in the Block I shops.

George Stacey, of Wainstead, was
coming home from Buffalo to visit his
father. When the accident occurred
he was only slightly injured, though
at first it was feared to be quite seri-
ous. He had not told his father that
he was coming, and friends of his on
the train thought that the best
thing he could do would be to go
back to Wingham, and rest in the
hospital until the extent of his injur-
ies could be learned. To this, however,
he would not consent, and wanted to
get off the relief train at Watford. He
is in the hospital here and it is feared
that his condition is serious.

Another Grand Trunk man who was
killed was Lucas, of Sarnia, and
formerly of Strathroy. Lucas was well
known, having at one time and until
he resigned a few years ago, been at
the head of the bridge gang on the road.

Among those who miraculously es-
caped injury and death was Wm.
Brown, of Port Huron. Brown was sit-
ting in the same seat and talking to
Mrs. Trotter when the disaster hap-
pened. She was instantly killed, and
Brown had been almost taken off, while
Brown was never touched, although he
was deluged with blood.

THE KOMOKA HORROR.

An appalling accident occurred on the
Great Western Railway (afterwards
the Grand Trunk) on the train which
left London for Sarnia at 6:30 p.m. on
Saturday, Feb. 23, 1879.

John Mitchell, still in the company's
employ, was in charge, with Engineer
George Williams in the cab. The train
included, besides the engine, a baggage
car, passenger cars, and several oil
tanks. When the train was nearing
Komoka a lamp in the closet of the
coach fell and the car was soon in a
blaze. The bell cord was not attached
to the engine and the cars rushed on
at full speed, the engineer being un-
aware of the accident. Passengers in
their frenzy smashed the car windows
and leaped to the ground, while others
were roasted alive. On this occasion
eight lives were lost and 25 persons
were injured, some very seriously, one
of whom subsequently died.

The coroner's jury found the conductor,
driver and brakeman guilty of man-
slaughter, and heavy damages were
secured against the company in several
cases.

The Druggists' A. Agreed
that the surest and only Painless Corn
and Wart Cure is "Fulton's" and was
the first corn cure on the market, and
still leads all competitors. Always re-
fuse substitutes.

PICKING THE NOSE is a common
sympom of worms. Mothers who sus-
pect their child is troubled with
worms should administer Dr. Low's
Worm Syrup. It is pleasant, safe and
effective.

SPECIAL NOTICES.

Cushions! Cushions! Feather and
Down Cushions from 50c each. Goose
Feather Pillows, Mattresses, Springs,
Beds, Brass and Iron Bedsteads, from
\$4 each. Bedroom Suites, Sideboards,
Spring Couches, Fancy Chairs, at Hunt
& Sons, Mattress and Feather Pillow
Manufacturers, 593 Richmond street
north. Telephone 597.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets.
All druggists refund the money if it fails
to cure. E. W. Groves' signature is on
each box. 25c.

Ask your neighbors if
they don't think thatSTRONG'S
BAKING
POWDER

Is the best they ever used.

MANUFACTURED BY

W. T. Strong & Co.

DRUGGISTS

184 Dundas Street.

FREE to housekeepers on application.

A valuable recipe book on the Art of
Cooking. Marriage Licenses issued at
above address.



This Cut Shows the Location of the Stations East and West of the Scene of the Accident. X is Where the Accident Occurred.

STORY OF AGENT CARSON
TOLD TO THE ADVERTISER

His Explanation of Why He
Did Not Deliver Kerr's
Order to No. 5.

Andrew Carson, the operator at Wat-
ford, the first station east of the wreck,
whose failure to deliver orders to Con-
ductor McAuliffe, of the Pacific ex-
press, is said by the Grand Trunk of-
ficials to have caused the wreck, yes-
terday afternoon made to The Adver-
tiser his first statement since the
wreck. He says he received the order
for No. 5, the express, to pass the
freight at Wainstead, at 9:48 o'clock,
but declares positively that a few min-
utes later, Dispatcher J. G. Kerr, at
London, called him, and ordered him
to "bust" or cancel the order. He
said: "About 9:54, after calling Wyom-
ing and ascertaining that the freight
was then there, the dispatcher called
me rapidly a half-dozen times. When
I answered on the wire he told me to
'bust' the order. I wrote 'bust it'
across the order just as No. 5 was
coming in. Conductor McAuliffe came
in and asked me what the order board
was out against him for. I told him
that we had had an order for him, but
the dispatcher had 'busted' it. He asked
me to hurry and write him a clear-
ing order, which I did. After the train
had started and was out of my reach,
the dispatcher learned that the freight
had left Wyoming. I told him I could
not stop No. 5, as it had left. He im-

mediately began calling Kingscourt
Junction, the station between Watford
and Wainstead, on the railroad wire,
and I tried to raise them on a com-
mercial wire. We both failed to do
so, however, until after the express had
passed the junction." Carson admitted
that he knew it was against the rules
of the company to cancel a train order
without sending a substitute for it,
but said that the dispatcher was his
superior officer, and he disliked to
question his order or dispute his auth-
ority to take this action. Dispatcher
Kerr's order book in the local Grand
Trunk office does not show that the or-
der was "busted," or canceled, as Car-
son claims. According to the book it
was still in force, and should have been
delivered to the conductor of the ex-
press. Kerr has not made any state-
ment, even to the railroad officials, and
will not until he takes the stand at the
inquest.

Division Superintendent George C.
Jones, of Toronto, says that the rule
against canceling or "busting" train
orders is the strictest in the com-
pany's code. "I do not believe," he said
last night, "that it has been violated
since the standard, dispatching rules
went into effect. Dispatcher Kerr is
one of the best and most efficient dis-
patchers in our service. He is the
operator who accompanied the train
bearing the Duke and Duchess of York
on the royal tour of Canada a year
ago. I have every confidence in him."

Other Grand Trunk officials who
were present also expressed their confi-
dence in Kerr.

MESSAGES CHASED FROM
ONE STATION TO ANOTHER

Dispatcher Kerr Followed the
Express by Wire Trying to
Get It Stopped.

[Special Dispatch from Advertiser
Reporter.]

Wyoming, Dec. 29. — The coroner's
inquest into the Wainstead railway dis-
aster opened here this morning in the
Temperance Hall, with Coroner Albert
Edward Harvey in charge.

The following jury was impaneled: J.
W. Smith, foreman; W. M. Coghlin,
Simon Casey, G. C. Hartley, William
Culbert, James Wilson, Pierce Baker,
John Gibson, Rev. J. M. Gunn, Robert
Rae, R. W. Haines, E. J. Haines, Rev.
G. W. Andrews, Rev. W. J. Richardson
and C. H. Smith.

Others present were J. P. Bucke,
county crown attorney of Lambton, and
W. J. Hanna, P. P. and Lawyer
from Port Huron, the two latter as
counsel for Andrew Carson, the
Watford dispatcher; Superintendent
Jones and Assistant Superintendent
Costello were also in the hall, togeth-
er with many citizens of Wyoming, Lon-
don and other places.

The first witness called were Wm.
Jackson and George Silston, two sec-
tion foremen, who testified to the ex-
tent of their duties and told of their
work at the wreck.

Then called, and his counsel, Mr.
Hanna, objected to his evidence being
taken until after the others had been
heard. The objection was sustained.

The next witness was Train Dis-
patcher James Kerr, of London. Kerr's
evidence was given very fully and cre-
diting the story of how he endeav-
ored to hold No. 5 at Watford and extra
73 at Wyoming, and both had manag-
ed to get away. Kerr stated that he
was at the wire seven or eight
minutes, trying to get
Kingscourt Junction. When at last he
was able to get the junction, the ex-
press had already passed, and he did
not know any reason why the oper-
ator should not have heard him unless
he was outside or was asleep. The op-
erator had told him that he was there
all the time. He did not know what
other duties the operator might have
been at that station. Mr. Kerr was sub-
jected to a cross-examination by Law-
yer Moore and Hanna.

Kerr's story of the events leading up
to the wreck was to the effect that he
sent orders to Watford and Wyoming
operators simultaneously to have the
express meet the freight at Wainstead.
Shortly after Wyoming reported to the
dispatcher that the freight was slow
in getting out. Kerr's order was prop-
erly repeated back by both operators,
and Kerr marked it "O. K." Kerr asked
Wyoming why the freight was slow
in getting out. Wyoming replying he
did not know. Kerr then called Wat-
ford and asked if No. 5 was coming.
Watford's reply was "Yes." Kerr said
"All right, bust it." Wyoming then re-
peated freight putting out. Kerr said,
"Let her go." He then called Watford.
Operator there reported No. 5 had gone
and that he had "busted" order for
No. 5. Kerr then called Wyoming and

asked if No. 5 was coming. Wyoming
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BOTH ORDERS "BUSTED;"
ONLY ONE BY AUTHORITY

Dispatcher Kerr Tells His Version
of the Wreck's Cause.

Tried for Eight Minutes to Get
Kingscourt Operator.

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