LAST EDITION

London Advertiser

LAST EDITION

47th YEAR, NO. 20208 THE ADVERTISER, LONDON, ONTARIO, MONDAY, FEBRUARY 6, 1911. —TEN PAGES. PRICE TWO CENTS.

BRILLIANT SCENE AT LONDON AS KING OPENS PARLIAMENT

House of Lords Crowded to the Doors With Peers and Peeresses—George and Mary Preside at Westminster After State Procession Through Streets That Is Witnessed by Great Assemblage.

[Canadian Press.]

London, Feb. 6.—King George and Queen Mary, for the first time in their reign, proceeded in state this afternoon from Buckingham Palace to Westminster, where his majesty read the speech formally opening Parliament from the throne in the House of Lords. During the ceremony the Queen was seated at the side of the King.

Though the day was dark and chilly an immense throng was gathered in St. James' Park and in Whitehall, where the gorgeous procession passed. Other thousands surrounded the Parliament buildings.

Their majesties rode in the gilded state coach, drawn by eight cream-colored horses, caparisoned in gold and purple. The King wore a field marshal's uniform.

Royal Party Cheered.

As the royal party passed the cheering was unusually hearty, as it was the first opportunity that the populace had had to express its gratification over the vindication of King George in the recent libel suit against Edward Mylius.

An escort of life guards preceded the state coach, and yeomen of the guards followed. Five state carriages, each drawn by six horses, were occupied by officials of the court and gentlemen and ladies in waiting. Regiments of the Guards lined the route, and as the procession moved on the artillery regiments fired the royal salute. The crown and sword of state were borne from St. James' Palace to Parliament in the royal carriage under an escort of Guards.

The Lords Packed.

Officers of state and officials of Parliament received their majesties at the royal entrance beneath the Victoria Tower. The House of Lords was packed when the imperial procession entered from the robing-room at 2:30 o'clock. A number of peeresses had seats on the floor with the peers. The bishops and ambassadors with their wives occupied seats at the left of the throne. The colonies, for the first time, were represented by the colonial agents-general. Lord Strathcona, high commissioner for Canada, was present in this capacity, and with him were the representatives from Africa, Australia and New Zealand.

Speaker Lowthier and as many of the members of the House of Commons as could crowded the floor and stood in the aisles. All the officers of state in regalia, including Earl Carrington, lord great chamberlain, with equerries and pursuivants, bearing the emblems of office, escorted their majesties into the chamber, and were grouped around the throne during the ceremony. The Earl of Beauchamp, first commissioner of works and public buildings, bore the sword of state before the King.

The women wore mauve in half-mourning.

The King's Speech.

The King's speech from the throne was brief and colorless. It opened with a filial reference to the death of King Edward.

The only references to foreign affairs were a mention of the fact that negotiations had been opened with Japan for a new commercial treaty, and an allusion to the friction in Persia over the disturbance of British trade routes. A casual expression of interest in the approaching imperial conference was made.

Only two proposed legislative measures were mentioned specifically. "Proposals," said the King, "will be submitted without delay for settling the relations between the two Houses of Parliament, with the object of securing an effective, working constitution."

Legislation would also be had, his majesty said, to provide insurance against sickness and unemployment.

The New Oath.

In making the declaration of faith, King George used for the first time the amended form adopted at the last session of Parliament, and which omits the traditional reference to the Catholic Church, which was offensive to the adherents of that faith.

Veto Bill First.

From the paucity of the legislative proposals it is evident that the Government has determined to allow nothing beyond necessary financial measures, to interfere with action on the veto bill. The suffragettes are already threatening a renewal of their actions, because they were not mentioned in the speech, and the Laborites are much put out for the reason that it contained no promise of a bill dealing with the hated Osborne judgment.

That the Nationalists are satisfied with their position was indicated when at a meeting held late in the day they decided not to introduce any private bills during the present session.

PREPARING PLANS FOR IMPROVEMENTS

Work on the C. P. R Changes Will Be Pushed in the Spring.

TO USE NIAGARA POWER

Engineer Glaubitz Says the Company Will Use 105-Horsepower Right Away.

The C. P. R. are rapidly preparing their plans for the improvements to be made in the east end yards, and as soon as spring opens work will be commenced.

Engineer Cooper is busily engaged on the work, and is spending much of his time here making the necessary preparations.

The roundhouse will be very large, and one of the most modern on the system.

A large amount of the finest machinery will be installed and power will be obtained from the city.

On Saturday Engineer Glaubitz and Engineer Cooper had a conference on the question of power.

A contract for 105-horsepower will be entered into, Mr. Glaubitz claims, within a short time. This amount will be increased when the new plant is in full running order, it is claimed, until the C. P. R. will be a customer for a large block of power.

Will Use Niagara Power.

"I had a conference with Mr. Cooper relative to power," said Mr. Glaubitz to The Advertiser. "The result was that the company will take 105-horsepower right away, or at least just as soon as the machinery can be installed. We expect that they will be customers for a large amount later on when the whole plant is in full operation.

"The company are making big plans for their work in the east end. It will be a fine addition to the city and will give employment to a considerable number of men."

MYLIUS APPEALS AGAINST JUDGMENT

[Canadian Press.]

London, Feb. 6.—Edward F. Mylius, who on Feb. 1 was found guilty of criminal libel against King George, and was sentenced to one year's imprisonment, has lodged an appeal against the judgment.

STRATHROY HOTELMAN WAS HEAVILY FINED

Mulcted Four Hundred Dollars and Costs For Illegal Liquor Selling.

Strathroy, Feb. 6. — The adjourned cases of illegal liquor selling were heard this morning before Police Magistrate Noble. All the defendants pleaded guilty. Mr. McIntyre, proprietor of the Queen's Hotel, was fined $400 and costs, and his bartender, R. Gale, $100 and costs. Three druggists—W. H. Stepler, W. T. Rapley and M. Orchard—were fined $100 and costs each. Two doctors, Drs. McDougal and Jeffries, were fined $10 and costs each. A large crowd was at the hearing despite the stormy morning.

STEEL TIRE SMASHED ON G. T. R. FLYER

Accident Which Happened in Toronto Came at the Right Time.

Toronto, Feb. 6.—An accident so trifling in actual results that few of the passengers had any idea that it had taken place, but which would probably have been serious had it occurred when the train was running at a high speed, befell the Grand Trunk flyer from Montreal when as it was steaming slowly into the Union Station yesterday morning.

The train, which is due at the station at 7:30 a.m., was about an hour and a half late as it neared the city. Just about West Market street, one of the steel tires of a wheel on the front truck of a first-class coach failed, and in a moment it was smashed into bits. The unbalanced pair of wheels held to the rails for a short distance, but were then derailed, but so slowly was the train running that the bump which followed was little harder than an application of brakes. The train was then broken up by the yard engine, and came into the train shed in two sections.

A Lucky Accident.

"It was a very lucky accident for the Grand Trunk, happening as it did and where it did," said a man at the station yesterday. "Just what might have followed had the break come when that train was out on the line making about a mile a minute is not nice to contemplate."

"No one is to blame," said Terminal Superintendent W. H. Farrell last night. "It is just one of those peculiar accidents that happen sometimes which cannot be traced to anyone. It could not have been foreseen very well, and for that reason could not have been prevented."

This train arrives in London shortly after 11 o'clock each morning.

WRECK INJURED WILL RECOVER

All Those Hurt at Paris Crash On Way to Recovery.

INQUEST WEDNESDAY

Still Uncertain as to Who Is Responsible For Saturday Night Wreck.

[Canadian Press.]

Brantford, Feb. 6.—There will be no other deaths as a result of the Paris-Drumbo Grand Trunk wreck. All those injured are doing well, including Mail Clerk May, who is at Goderich, and City Solicitor Henderson and Customs Clerk McIntosh, of Brantford, both of whom are out today. The inquest opens at Princeton this afternoon. After viewing bodies an adjournment will be made till Wednesday. The cause of the wreck undoubtedly was the mogul running past Drumbo, where it should have waited for the passenger, but who is responsible in this connection, only inquiry will reveal.

Fireman Locke at Sarnia.

Stratford, Feb. 6.—The Paris wreck has claimed no further victims, nor are there any critically hurt. Fireman Locke, of the light engine, has gone to Sarnia. Conductor Meehan is reported to be in custody at London. There are no new developments.

Woodstock, Feb. 6.—James Smith, the fireman who was killed in the train wreck on Saturday night, was a son of Wm. Smith, superintendent of county roads, 12th line, East Zorra. His funeral will take place here at 2:30 p.m. today, his body being brought here this morning. He has been with the Grand Trunk six years, and was well known and very popular in East Zorra.

STORM TIED UP CARS FOR TIME

Blizzard Gave the London Street Railway Much Trouble This Morning.

STEAM LINES WERE FREE

Traction Company Was Also Able to Maintain Its Schedule—Snow Drifted Badly in Many Places.

The blizzard last night and this morning caused considerable inconvenience in the city today, although the effect was not so serious as anticipated.

The London street railway was in a bad way for some hours in the morning.

The steam roads were not seriously incommoded, the absence of snow in the country helping them considerably. The traction company cars ran on time. The telegraph and telephone companies were also in good working order.

It was a wicked storm for a time. It broke from the east and the high wind hurled snow in every direction. The cuts were drifted full in a short time, but the railway trains had no difficulty in plowing their way through. The recent mild weather had swept the snow completely out of the cuts, and it required a much greater quantity to block traffic than would have been the case a week or two ago.

The Street Railway.

The London street railway had the most serious trouble. Early this morning Manager King had the two snow plows in operation. They kept the main lines fairly free, but the outlying routes were soon blocked. The Wellington, Ridout and Dundas routes gave the most trouble, and several cars were stalled. However, by 11 o'clock the traffic was opened, although all the cars were running behind time.

"We had much difficulty," said Manager King. "The storm is the worst this year, so far as we were concerned, but we are getting our lines in running order now. The plows are both out, and while the snow drifts badly, we are keeping our routes open with one or two exceptions. They will be all right shortly, if the storm does not get any worse.

"The storm is not bad enough to affect us much," said a C. P. R. official. "Our trains are running a few minutes late, but otherwise we are all right.

"The Bruce train is in, and the others are running well to time." The Grand Trunk official stated: "We do not anticipate much trouble.

"Our cars are running right to the minute," was the information received from the traction company. "The storm is not serious as yet."

WORRIED OVER DEAL AND TOOK ACID

A Westport Farmer Found Dead in His Barn.

[Canadian Press.]

Brockville, Feb. 6.—Albert Carroll, a middle-aged farmer, living near Westport, committed suicide by drinking two ounces of carbolic acid. Carroll was missing several hours, and his body was found in a manger by a neighboring farmer, who instituted a search at the request of his wife. The suicide worried over the purchase of a farm recently, thinking he had received the worst of the deal. He leaves a family.

THOMAS CUTLER DEAD.

Halifax, Feb. 6.—Thomas M. Cutler, secretary of the Academy Sugar Refinery, died suddenly this morning of apoplexy. He had been in the company's employ for 20 years.

WILLING TO LEAVE SWEETHEART BEHIND

Russian Asks if There Are Any Good-Looking Girls in London, Ontario.

HE SEEKS A JOB HERE

Unique Letter Received by the McClary Manufacturing Company—An Egotistical Muscovite.

Col. Gartshore, manager of the McClary Manufacturing Company, last week received a letter from Russia, which throws some light on the ways of certain men, and also shows that human nature is pretty much the same the world over.

When the letter was received the colonel brushed up his Russian, but was unable to read the missive with any degree of satisfaction. Then he took it to a number of employees who formerly lived on the "Little White Father," but they could not quite explain it, although they could read it to their own satisfaction.

Finally the colonel sent the letter to Montreal, where it was deciphered by means of an official of the Canadian Manufacturers' Association. Here's how it sounded:

Hard on the Girl.

McClary Manufacturing Company, London, Ont.:

"Dear Sirs,—I have received letters from some of my relatives and friends in Canada, a number of whom are in the employ of your company, and they all say that they are doing well. Could you give me a position if I went to London?

"There are only two places in Russia where you can live comfortably—in the army or in jail. I make about $12 a month here, and would like to get to Canada.

"Shall I bring my sweetheart with me, or are there any good-looking girls in Canada?

"My girl is pretty, but I won't bother bringing her out if there are any good-looking girls in London, so that I can marry one. We hear a lot in Russia about Canada, and as I have completed my term in the army, I am at liberty to leave the country.

"If I do say it myself, I am good-looking, and have always had the reputation of getting along well with the ladies, so that I wish you would let me know if I can get a job, and don't forget about the girls."

Stoves for Russia.

The colonel did not say what the answer to the letter will be.

The company are shipping many stoves to Russia, and such stoves bear the inscription in Russian: "Made by the McClary Manufacturing Company, London, Canada."

MR. BORDEN NOT READY TO DEBATE ON TRADE

A Discussion Planned For Tomorrow Will Likely Be Postponed.

[Special to The Advertiser.]

Ottawa, Feb. 6.—It is understood that the debate upon the trade agreement with the United States will not be resumed tomorrow as planned by the Government. The Opposition say they should have time to study the statistics of the situation which are being distributed today to the members of the House. The Prime Minister will hardly refuse Mr. Borden's request for some further delay. The chances are that the debate will go over until near the end of the week.

THE WEATHER.

Tomorrow—Stormy.

FORECASTS

Toronto, Feb. 7.—8 a.m.

Today—Strong easterly winds, with snow.

Tuesday—Northerly winds; fair and cold.

TEMPERATURES

Stations	Max.	Min.	Weather
Vancouver	42	30	Clear
Calgary	12	8	Clear
Winnipeg	4	2	Snow
Port Arthur	4	4	Cloudy
Parry Sound	6	10	Cloudy
Toronto	13	4	Snow
London	6	0	Cloudy
Ottawa	6	8	Cloudy
Montreal	14	2	Clear
Quebec	14	12	Cloudy
Father Point	22	12	Cloudy

Minus figures below zero.

WEATHER NOTES.

The cold wave is centred in the Province of Quebec while a disturbance which has moved rapidly from the Western States is now centred in Indiana, and is causing snow throughout Southern Ontario.

The temperature has moderated in the Western Provinces.

YESTERDAY'S WEATHER.

Consequent upon the advance of an area of pronounced low pressure from Northern Saskatchewan towards the Atlantic coast, great cold was experienced in Saskatchewan, Northern Manitoba and Ontario during Saturday and yesterday, and to a lesser extent in Southern Ontario and Quebec.

Minimum and maximum temperatures: London, Saturday, 33-37. London, Sunday, 11-25. Dawson, 50 below—24 below. Atlin, 16 below—10 below. Prince Rupert, 20—36. Victoria, 28—42. Vancouver, 34—38. Kamloops, 10—28. Calgary, 2—12. Edmonton, 6 below—22. Battleford, 18 below—6. Prince Albert, 18 below—4. Qu'Appelle, 18 below—2 below. Moosejaw, 8 below—2. Winnipeg, 2—below 4. Port Arthur, 2—below zero. Parry Sound, 14 below—5. Toronto, 5—15. Ottawa, 6 below—zero. Montreal, 6 below—2. Quebec, 4 below—14. St. John, 12—34. Halifax, 28—34.

TODAY'S PROBS.

The East—Fine and very cold.

Maritime Provinces — Northwesterly winds; fine and much colder.

ARE LOOKING FOR THE BRAKEMAN

Willian Meacham, Who Was in the Paris Wreck, Is Sought.

IN LONDON ON SUNDAY

Will Be Asked to Go to Stratford to Give Evidence at the Inquiry Into the Affair.

A good deal of mystery surrounds the whereabouts of Brakeman William Meacham, who is being sought for in connection with the wreck near Rienwood, on the Grand Trunk on Saturday evening.

When seen this afternoon by The Advertiser his relatives, residing at 406 Rectory street, said that they had neither seen nor heard of him.

They said they had not heard whether he was hurt, and had no idea where he was to be found.

Grand Trunk officials stated to The Advertiser that they have been looking for Meacham but had been unable to locate him.

Wanted in Stratford.

"We have instructions to send him at once to Stratford," said Superintendent Bowker to The Advertiser this afternoon. "We have left word at his house that he is to go to Stratford if he comes in."

It was stated at the Grand Trunk station this morning that Meacham was in London for a short time Sunday and left for Detroit.

The Responsibility.

Local officials allege that Meacham, as conductor, and the fireman and engineer who were on the engine, are all equally responsible for what happened according to the rules, if it is proven that blame rests on them.

Freight Agent Harold, who prior to coming to London was agent at Brantford, knew Fireman Smith and Baggageman McFarlane, who were both killed, very well.

"Both were middle-aged men," he told The Advertiser this afternoon, "and had been with the Grand Trunk for many years. They were well liked by everyone."

DR. BECHER SAW CRONJE SURRENDER

Londoner Was Present at Famous Battle of Paardeberg.

BOER CHIEF IS DESCRIBED

His Appeaance as He Emerged From His Cave on the Modder River on Fateful Morning.

The death of General Cronje recalls the memorable event of his capture at the battle of Paardeberg, where the Canadian soldiers played a foremost part in reducing the siege of the famous Boer leader.

Dr. A. V. Becher, of this city, who was with the Canadians on that occasion and witnessed Cronje's surrender, gave an Advertiser representative an interview today.

"Piet Cronje was a typical Boer in every respect," said Dr. Becher. "In appearance, squat figure, black-bearded. In character, fearless, dour and ignorant. He was one of the pioneers of South Africa, having hunted and killed lions and other savage beasts with Kruger and Joubert when they were young men during their first trek up country.

"He was a born soldier, and had a great hatred for the British. Unlike Joubert, who was manifestly fair in his dealing and fighting against England, Cronje was ruled by fierce passions and was responsible for many acts which are better left unwritten now that he is dead.

At Paardeberg.

"The Canadians who were at Paardeberg saw him for the first time, and had an opportunity of studying him as he emerged from the river bed at 7:30 a.m. on Feb. 27, 1900.

"Upon this occasion he was wearing a dust coat and black trousers. On his head was a wide-rimmed, slouch hat with broad leather band around it. He was followed by his wife, who was carrying her wardrobe, consisting of a pillow case, in which one article was a dress which had been commandeered from Lady Sarah Wilson.

"Cronje was taken to Lord Roberts' headquarters, where a champagne luncheon was provided for himself, wife and secretary. He was sent down to Cape Town with an escort under Gen. Prettyman, and from there he was exiled to St. Helena, afterwards being pardoned."

WESTERN PRESBYTERIES FOR CHURCH UNION

[Canadian Press.]

Winnipeg, Feb. 6.—The question of church union is taking very definite shape in the west. The total vote cast to date stands thus: Twenty-four presbyteries for, six against, two modified approval. Congregations of the Congregational Union have voted strongly in favor.

FIRE AT CONSTANTINOPLE.

Constantinople, Feb. 6.—Fire today nearly destroyed the buildings occupied by the Council of State, the Ministry of the Interior and the prime minister. Part of the archives and some of the furniture of the offices were saved. The headquarters of the grand vizier and the foreign office adjoining escaped.

FREIGHT CARS ON STREET RAILWAY

Big Firm Willing to Come Here If the City Will Make Concession.

AFTER GEO WHITE SITE

If the Deal Goes Through Whites' Works Will Be Located Entirely in East London.

A communication will be considered by the city council tonight from Mr. Arthur W. White, asking that body to give a manufacturing concern, which has made an offer for their site on King street, the privilege of running cars over the street railway tracks at night.

This will give the proposed firm connection with all the railways in the city and put them in a good position to maintain a down-town site.

"Yes, we have an offer for our property from a very large industry," said Mr. White. "I am not at liberty to divulge anything about it, but will state that it will be a very important addition to London.

"We are asking that the city council grant the London street railway the right to run flat cars or other cars on their road at night, as is done in other cities. That will give them connection with the railways, and put them in a good position to do business. That will enable other firms having down-town factories to do likewise, and will assist them materially. I think the request is a reasonable one. I see no objection to the council granting it."

In case the deal goes through Geo. White & Sons' entire plant will be established in East London, and the King street plant will be occupied by the new concern.

MR. WALTER THOMSON DIED VERY SUDDENLY

Founder of the Oatmeal Mills of This City and Mitchell, Ontario.

Mr. Walter Thomson, founder of the Walter Thomson Oatmeal Mills of this city and Mitchell, Ont., died very unexpectedly on Friday last while on a visit to his son, Dr. Fred L. Thomson, of Graybura, Texas. For half a century Mr. Thomson had been a resident of Mitchell, and was one of the best-known millers in the province.

He was born in Kelso, Scotland, and was 70 years old. Some weeks ago Mr. Thomson was taken ill, and it was thought that a trip to the south would benefit his health. He left to visit his son only a few days ago, and the news of his death came as a great shock. Mr. Thomson is survived by six sons and three daughters. Warren W., of Toronto, formerly of London; Howard W., of Strathroy; Dr. Fred L., of Graybura, Texas; William A., of Houston Texas; James, of Mitchell, and Gordon, of Olinito, Texas; Mrs. (Dr.) W. E. Graham, of Calgary; Mrs. William Martin, of Regina, and Miss Christina, at home. The funeral will be held at Mitchell on Wednesday afternoon.

A BUNCO GAME IN LOCAL HOTEL

Old Stunt of Putting Up Money With a "Stranger" Was Worked Again.

An incident occurred in a Market Square hotel on Saturday afternoon which looked very much like something new in a "bunco" game. Three colored men came in together and planted themselves near to a lifting machine in the barroom. A number of men were testing their strength on the machine, and a colored man bet one of them $2 that he could lift the most. The bet was covered, but $5 was the smallest change that either man carried, and the colored man in an offhand way handed his "V" to an innocent-looking bystander with the words, "Here, you hold this for me."

The white man did not know the bystander, but naturally supposed he was also a stranger to the colored man, and in a like manner handed over his fiver to the supposedly disinterested third person.

The negro happened to lift the most, but on looking around the man with the money had disappeared. The hotel was searched, but he could not be found. The white man's friends immediately declared that they had been bunoed, and that the stranger was an accomplice of the colored men. Trouble was brewing for a few minutes, but the proprietor of the hotel, stepping forward, overawed the stormy contestants to quiet, and the man who had lost his $2 bet, in addition to $3 due him for change, took his medicine as best he could.

STORM DOWN EAST.

Philadelphia, Feb. 6.—The western blizzard made its appearance in Pennsylvania last night and today, the storm reaching to the eastern border of the state before 10 o'clock. Snow is falling, and the indications are that it will be heavy. Transportation lines had been warned and are prepared to meet conditions should the storm become severe.

ROADMASTER KILLED.

Moosejaw, Feb. 6.—Roadmaster Victor Anderson was killed Saturday night in collision between a snowplow and a freight during a snow storm.

SIX PERISH IN WRECK AT PARIS

Five Railwaymen and a Passenger Killed in Collision.

MOGUL HITS A LOCAL

Crew of Light Engine Said To Have Forgotten the Passenger Train.

THE DEAD.

Peter McFarlane, baggageman, of Goderich.
William Tye, mail clerk, Goderich
R. Turner, engineer, Stratford.
J. D. Smith, fireman, Stratford.
R. M. Crozier, passenger, Drumbo
J. Whitelaw, express messenger, of Goderich.

Brantford, Feb. 5.—A terrible catastrophe was added to the Canadian chapter of railway accidents on Saturday night last, when the west-bound passenger train on the Buffalo and Goderich line of the Grand Trunk Railway collided with a light Mogul engine, running from Stratford to Fort Erie. Six lives were lost, including one passenger, and several people were injured. The dead are:

Peter McFarlane, baggageman, Goderich.

John Whitelaw, express messenger, Goderich.

William Tye, mail clerk, Goderich.

Richard Turner, engineer, Stratford.

J. D. Smith, fireman, Stratford.

R. M. Crozier, of Drumbo, a passenger on the train.

The list of injured includes: W. T. Henderson, city solicitor, Brantford; Wm. McIntosh, customs clerk, Brantford; Robert Errett, engineer on light engine; W. J. May, mail clerk, Sarnia.

Scene of the Tragedy.

The catastrophe occurred just three and one-half miles west of Paris, in the county of Oxford, at 9:20 Saturday night. The train when leaving Brantford for Stratford was seventeen minutes late and only carried a few passengers. It consisted of three coaches, including the baggage car, mail and smoker combined, and one regular coach. So great was the momentum of the big Mogul engine that the baggage car was completely telescoped, the mail apartment at the end of the second coach smashed in and one of its occupants killed outright. Seven occupants of the smoking car were saved only by the mail end of the car. Immediately following the crash fire broke out from the coal oil lamps in the debris, and it was with difficulty that several passengers in the smoking car were able to extricate themselves in time from the rapidly spreading flames. Among the passengers was R. M. Crozier, who was unable to get out and perished.

The fire swept to the rear end of the train, and every coach was destroyed, the trucks and wheels only being left. Several lady passengers in the rear coach were badly shaken up, but were able to get out quickly.

In the meantime William McIntosh and Geo. Hunt, both Brantford passengers in the first car, hastened for assistance. McIntosh wandered to three houses before he could secure telephone connections with Paris. Terrible scenes were enacted at the wreck during the interval in which assistance was sought. The cries of the victims pinned under tons of debris brought everyone to their aid, but scant succor could be given. Johnny Whitelaw, the express messenger in the telescoped baggage car, was pinned under his car, with the flames rapidly enveloping him. With one leg burned and death but a matter of prolonged agony, Whitelaw drew his revolver from his belt and ended his existence. The story is vouched for by eyewitnesses who heard the discharge of the revolver and who recovered Whitelaw's unrecognizable and charred remains from the wreck today. The revolver was found beside the body.

One of the first to be taken out of the wreck with W. J. May, a mail clerk, who was badly scalded. He was taken to the neighboring farmhouse of Frank Wells. By midnight Drs. Dunton, Burt, and Logie, of Paris, and Dr. Staples, of Princeton, had arrived, and everything was done to relieve the sufferers.

Trainmaster Forrester arrived with a special train from Stratford, which returned with the remains of Richard Turner, the engineer, and J. Whitelaw.

Every one of the occupants of the ill-fated baggage car, excepting W. J. May, perished. Engineer Turner's body was recognizable when extricated from the twisted mass of iron in the engine. Fireman Smith's body was terribly crushed. The remains of Mail Clerk Tye were practically lost in the devastating fire. Only a slight portion of the body of R. M. Crozier could be found, but the finding of his watch and a knife which he used as an inspector of turnips completed the identification.

(Continued on Page Four.)