TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT scoped passenger coach and baggage narrow, for early in the evening, when told an Advertiser reporter. "I was the express was pulling out of the

(Continued from Page 2.)

of spare engineer, in which capacity he was acting when he met his death. Among the railroad fraternity Mr. Gillies was very popular, and was regarded as a young man of exceptional merit. He belonged to the Brotherhood of Locomo-tive Firemen, and was also a member of the Independent Order of Oddfellows. The day before the disaster he spent with his parents at their home in Ailsa Craig, participating in the customary family reunion held each Christmas. He was the eldest of the children, and leaves two brothers, Hugh and Archibald, and three sisters Annie Jeanette, and Jennie all sisters, Annie, Jeanette and Jennie, all of Middlesex. He was a cousin of Mrs. William Wilson, Crawford street, Sarnia, wife of Dispatcher Wilson at the Tunnel, and he boarded at Mrs. Randell's, on the B. and F. road. The funeral will be held at Ailsa Craig.

NELLIE GEDDES.

Ross Geddes, of Sarnia, was also a grand-laughter of Hon. George W. Ross, Pre-mier of Ontario. She was 12 years of Her sister Beatrice, with whom she was traveling, is 2 years older. Two brothers, Keith and Gordon, also survive R. Geddes is a member of the drm of Geddes Bros., drygoods importers, with stores at Strathroy and Sarnia.

Miss Geddes was a niece of Mrs. (Dr.)

Belton, of this city, while Barrister J. M. McEvoy is also a relative.

THE LATE FIREMAN AICKETTS.

Fireman A. W. Ricketts, of Sarnia, who was killed at his post of duty on the big mogul engine which hauled the express, was 24 years of age, and came to Canada from England several years ago. He was unmarried and had no relatives in this country. He had been working



ALEX CAMERON, OF STRATHROY. He Was One of the Four Who Died After Being Taken from the Wreck. for the Grand Trunk but a short time, and had previously been employed as a farm hand near Sarnia. His mother is ad, and if any near relativ the fact is not known to his intimate friends at Sarnia. He was thrifty and studious, nad is generally supposed to have possessed considerable money for one in his position. It is said that he was worth \$10,000, most of it being cash in the bank. He was a member of the Sons of England, and boarded on Campbell street, in the Tunnel district. The funeral will take place at Sarnia.

ISAAC BROCK BURWELL.

Isaac B. Burwell, of Sarnia, was a grandson of the late Col. Burwell, of Middlesex, and son of Capt. Isaac B. Middlesex, and son of Capt. Isaac B. Burwell. He was 48 years of age. When he met his death he was returning from Komoka, after attending the funeral of his brother, the late Beverly Burwell, of this city, whose remains were taken to the Burwell Memorial Cemetery near Komoka. Mr. I. B. Burwell leaves a widow and three brothers, Jolin of British Columbia, and Mahlon and Frank, of Caradoc; and two sisters Mrs. Wm. of Caradoc; and two sisters, Mrs. Wm. Gregg, of Melbourne, and Mrs. Gilbert Harris, of Sault Ste. Maria. His mother, aged 84 years, is also living.

THE SCENE AT WANSTEAD.

Wreckage is Piled High B side the Track-Awful Desolution.

Wanstead, the scene of the disaster, is just 42 miles from London, 12 from Petrolea and 17 from Sarnia. It has a total population of less than 200 souls, and is one of the most desolate places one could well imagine, particularly so at this season of the year. There is not a single hotel there, and, in fact, is nothing more than a siding at its best. None but the slowest accommodation trains stop there, and railroad company does not keep a something, and Superintendent Cosnight operator there. Of the people in tello, who was also on the train. It is the village, only Mr. Jose Robson, a cousin of Capt. Robson, of this city, and two others, knew of the wreck before daylight. These three were at the spot all night and a good part of the next day. The name of the telegraph operator at that place is Wesley Young.

THE SCENE AT THE WRECK. Almost as soon as the news of the terrible accident had reached London The Advertiser sent a reporter and an artist to the spot with instructions to obtain the particulars in detail. To

Scrofula

It is commonly inherited. Few are entirely free from it. Pale, weak, puny children are Micted with it in nine cases out of ten, and many adults suffer from it.

Common indications are bunches in the neck, abscesses, cutaneous eruptions, inflamed eyelids, sore ears, rickets, catarrh, wasting, and general debility.

Hood's Sarsaparilla and Pills

Eradicate it, positively and absolutely. This statement is based on the thousands of permanent cures these medicines have wrought.

"The face of my little girl from the time she was three months old, broke out and was covered with scabs. We gave her Hood's Sarsaparilla and it cured her." T. M. CABLING, Clinton, Ontario.

Hood's Sarsaparilla promises to cure and keeps the promise.

and put in many spare hours as a stu-dent. About two months ago he received public any adequate idea of the awful a well-earned appointment to the position scene of devastation would be quite scene of devastation would be quite impossible, and the best that may done is to give a bare account of how things now

After leaving the train at Wanstead one has to walk east for possibly half a mile. The accident occurred just 30 or 50 feet beyond the extreme point of the switch that connects the main line with the siding. This siding at Wanstead on which the ill-fated freight train was to lay while the express passed, is one of the longest on this section of the Grand Trunk, and from end to end the distance is possibly a full mile. The station itself is situated right in the middle, thus making the switches about half a mile on either side. Thus it will be seen that when the two trains crashed together, the freight was on the point or taking the Nellie, the younger daughter of James switch, and had the express come along only three minutes later there would have been no disaster. Approaching the spot, the first sign of anything wrong that was visible were two great masses of wreckage, plied high on both sides of the track. When the wrecking train went out all that they attempted to do was to clear the

track sufficiently to allow the regular traffic to pass, and in doing this they simply rolled the shattered cars to side. To remove the engines was not necessary. The force of the impact was such as to cause them to rear up and fall well to one side, and al eady they lay in the ditch on the north of the line. It appears that both the unlucky engines were of what, is known as the Mogul type, though the freight was of only ordinary size. The one which was at the head of No. 5, however, was very large, in fact, one of the heaviest on the road, and belonged to one of the newest lots put into service. The freight engine was officially designated as No. 773, and the one which drew the passenger train No. 980. The sight of this massive iron monster lying in the unusual position of being on top of another of its kind, with all eight driving wheels high in the air, was a most impressive one, and perhaps conveyed to the mind of observers, as nothing else would, how fearful must have been the force which caused the devastation, One odd feature of the affair was that nearly 24 hours after the actual trouble the remains of a fire still smel ered in the firebox. It was beneath these two tremendous masses of scrapiron that the mangled remains of poor Ricketts, the fireman who was at his post till the last, were buried. Directly across from the engines, on the opposite side of the track, lay the shattered passenger coach, which had

telescoped with the baggage car and aused so many horrible deaths. When the accident occurred the force threw the two cars slightly off the track at one end and left them lying diagonally across the rails. To remove them from this position the wrecking crew fastened a huge new hempen rope around the body of the wreckage, and then carried the other end away back into the fields to a large tree that stood possibly two hundred yards from the track. The 1019 was passed around this and the end brought back to the railroad, where it was attached to an engine. The engine made attempt after attempt e cars over, but for a time their efforts were unavailing. Three times the rope, strong as it was, snapped like a piece of cotton thread and still the cars had not budged. This also is indicative of the weight of the cars and the impetus they must have had to do the amount of damage that was done, for the rope used by the wreckers was fully six inches in diameter and twenty inches in circumference. At last they were forced to use 2-inch steel cables. The engine puffed and snorted and the heavy, twisted mass of steed drew up and grew taut. For a moment it looked as if this, too, were going to fail. Then the cars budged, and with renewed energy the wreckers went at it again. Another pull and they were successful. With a final totter, the

two telescoped coaches rolled to one side. By looking at these cars, which acted as a huge air-cushion for the rest of the train, and assisted the coaches behind to escape damage, one can see just what happened. Evidently the blow from the front threw the floor of the second car, the baggage, up into the air so that it was on a level with about the middle of the coach behind. At the same time the force which lifted it up drove it back with such power as to cause it to plow its way right through the heavy wooden and metal bound walls of coach 2021. Judging from the condition of the woodwork, and also from the injured and dead passengers, the floor of the baggage car must have been about on

a level with the tops of the seats and the heads of the passengers. Two of the fortunate escapes that occurred when this happened were those of the baggageman who had as these run only in daylight, the gone into the rear cars to attend to understood that this is the very first time when Mr. Costello was ever known to be anywhere eise on the train than in the baggage car or the engine. As luck would have it he was seated in

the Pullman on Friday night.

Looking into the two cars as they now lie on their side in the ditch to the south of the track, one may see innumerable articles of clothing, hats, coats, umbrellas and other travelers' paraphernalia lying scattered about the roof and side where they have fallen. The baggage car did not travel quite all the way through the other, stopped about six feet short of the end. A traveler, Dr. Bouber, of St. Clair, Mich., who was seated in the end seat and who escaped with his wife, and, in fact, almost without injury, relates that two ladies who seated in the seat just in front of him were instantly killed.

Lying one on each side of the track are the tenders of the engines. Neither of them are on their trucks and both are partly buried in the snows that have been falling ever since. They are not without their share of the battle's scars. The side of one is all stove in. On neither of them is there much paint left. They look like a couple of huge coal-bins that have been drop-

ped there. On the north side of the track on the side of the engines nearest Wan-stead, piled like so much cordwood, is the passengers' baggage and the mail sacks. There was no mail car carried on the train, and what mail there was was merely in bags. Many of the trunks are broken at the ends, and suits of clothes, underwear, colored shirts, jeweiry and what not, are lying about. Not only are the effects of those who were killed and injured lying there, but as well much of the baggage belonging to the passengers in the other cars is piled up with it. It is pathetic, indeed, to look at these trunks, the belongings of some who but a few short hours ago were living human beings, expecting to be at home again with friends in a short time: It is likely that there are many things in that grim little pile which will never

On the south side of the track and just beyond the wreck of the tele- plaster.

halves of pork belonging to Swift, of Chicago, from three shattered freight cars. These have been piled in separate piles and are all ready to load on board a freight and ship to their des-tination. On a barrel top right beside the piled up pork lay for a whole 36 hours, one of the grewsome objects of the scene. This was the right hand and arm of the fireman, Ricketts of Sarnia, whose body was underneath the wreckage. The arm had been torn from his body about half way between the elbow and the shoulder. The elbow was bent and above it. there still clung a few shreds of cloth, the remnants of his shirt. The heavy, coal-grimed fireman's glove was yet on the hand and the fingers still crooked as though he had just laid the shovel down. There is every reason to believe that this was just what he had done, for the coal shovel itself was found sticking upright in the coal. The arm had been through the fire and was baked brown and had been lying out in the cold until it was frozen stiff.

In the first car, there had been over 700 parcels belonging to the National Express Company, as well as a couple of what are known as "packers." These packers are simply large boxes filled with small goods. There were packages from as far east as New York City, and going as far west as Omaha, and of them all there was almost nothing saved. Even the car itself was so badly splintered and burned that it was absolutely impossible to tell its number and it was necessary to wire to New York before it could be learned. It was then learned that the number was 398. Mr. Murray, the London agent of the Canadian Express Company, went out to Wanstead and took charge of what-

ever happened to be left. Small wreckage lay on every hand others I helped to extricate them. We in tremendous quantities. Great quantook them into the Pullman cars, tities of brass and iron from damaged engines and cars lav on both sides of the tracks and a great deal more was buried under the snow. The farmers who had been coming in sleighs from all parts of the country for miles around to view the disaster. had taken quantities of the wood that of them. I understand that since they was lying loose and built a large bonfire in the field nearby, and around this there was a good-sized group of spectators all day.

PEOPLE'S GUESSES.

The ideas of different people along the line of the Grand Trunk regarding the cause of the accident are confused. Some contend it is owing to one thing and others again say something quite different. The story that obtains most credence is that the agent at Watford is to blame. It is said that The little girl died." after No. 5 had left London. Dispatcher James Kerr, of the office in this city, called the operator at Watford. This man, A. Carson, is an old employe of the company and up to the present has a clear record. has been said that he was outside on the platform at the time and watched the express go by. When he went in side the instrument on the table was calling over and over again, "Stop 5," but it was too late. Carson rushed outside just in time to see the tail lights disappearing in the distance and went back and so reported to Kerr. In speaking of this, Trainmaster Price says that even if the story was correct, Carson was disobeving a ne'l known company regulation. He had no business to be anywhere at the time but at his instrument. As soon as Kerr heard how matters stood he en- in the Pullman when the collision ocdeavored to catch Kingscourt Junetion on the wire, but in this also he was unsuccessful. The night operator at that point is a mere boy and in fact, was only on duty that night for the second time. He too did not respond till too late, and then Kerr en-deavored to catch Wanstead. Wanstead, however, is not a night station and there was no operator there. Wesley Young, who is in charge of the station at Wanstead, is a man of

about 25. He lives less than a hundred yards from the station on the north side of the track. The night of a proident to the windows of his house looking down the track toward the west, and from there he was able to see the headlight of the freight as it came up the track to the switch. More than that he was nahle to make out on account of the blinding snowstorm that was raging. For him to see the track in the other direction where the express was approaching was impossible and he knew nothing of its proximity until too late to do anything. While he was watching the freight the express flashed by. From where he was he saw the meeting between the two trains. Without waiting for coat or hat, he at once rushed over to the office, and on arriving there found that Dispatcher Kerr was repeating his message over and over "Stop 5." "Shop 5." He broke in and told him that there had been a serious accident, how serious he really did not know yet, and called for the auxiliary train to be sent down at once. At the moment of collision, Conductor Graham, of Sarnia, who was in charge of the freight, was on the front part of his train and how he escaped is a matter of mystery. His statement was that he had just turned the freight to go into the siding and that his train had barely commenced to move. The blirding snow had prevented him from seeing anything of the approaching express. It is a significant fact bearing out Graham's story that the next morning it was found that the switch was closed and locked just as the

to examine them. On discovering that fault was not his he exclaimed "Thank God! I'm right." An Advertiser reporter took a trip from Wanstead over to Wyoming and nterviewed the agent at that place. The man was very reticent on the mater and it was difficult to get any inelligent statement out of him. He went so far however, as to make the statement that the freight had reeived orders at that point to go on to Wanstead and to pass the express at that point. These being the orders that Conductor Graham received, he is of course free from any suspicion of blame in the matter.

conductor had said. As soon as the accident happened. Graham picked

himself up and pulled out his orders

SLPT. CESTELLES'S FEC ALL Supt. Costello's escape was doubly

The Germ Theory of Cancer.

For many years the medical profession ridiculed the theory of the germ origin of cancer. Eminent German and French bateriologists have demon-strated recently, however, that cancers are caused by certain germs or micobes, and there are very few physicians now who do not believe that this is their true origin.

A brochure on this subject, published

A. STOTT & JURY, BOWMAN-VILLE, CNT. which will be sent to anyone interested, on receipts of two stamps, tells all about the germ theory of cancer, and the most successful treating this dangerous disease, without the need of resorting to knife or

London station, he went up to the engineer, Tom Mackenzie, and announced his intention of riding with him in the cab. This is a habit of his when going over the road. The en-gineer said he could if he wanted to, but he would rather he would not, saying that it was such a stormy night that he was going to have all he could do alone in the cab. Mr. Costello recognized the wisdom of this, and at once acceded. It is to this that he owes his life. Curiously enough, Mackenzie escaped without a scratch. The agent at Kingscourt Junction

had only been on duty one night be-fore the disaster; J. Gillies, the en-gineer in charge of "extra 773" who was killed, was a spare man. On the night in question he was relieving Albert Potter, of Sarnia. Potter was sick. He owes his life to his illness. my first thought, of course, was to get Colin Gillies' fireman was also practically a new man, having only started work last April. He saw the train approaching and jumped. He was a baker be- pull the twenty odd freight cars back fore going on the railroad, and worked to that place, and I wired to London for his brothers, Mackenzie Bros., in and Sarnia for the auxiliaries. Then Ricketts, the unfortunate fireman on No. 5, engine 980, was also a new man, and had only been at work on the railroad for a few months. The first train to come through to London after the disaster passed Wan-

INCIDENTS OF THE WRECK. One of the first to arrive on the scene .fter the disaster was William Williams, of Wyoming. He came on an engine that was run down from Sarnia with a few doctors on board, and got there before the relief from London had arrived. He said to The Advertiser: "When I got there I found many of the injured were still under the seats, and with a number of where a bed was found for them. one instance we took out four that were jammed in one seat together. They were in very bad shape. A little girl was on the floor with two heavy cushions from the seats on top of her. and the rest were more or less on top were taken to the hospital the man and the little girl have died. At this time the two telescoped cars were lying diagonally across the track. One incident that I saw was that of a man senger coach. It entered low down and named Brown, of London, who was pinioned under the timbers right near a little girl. She was very and could not move her arms, so Brown kept feeding her snow until relief came. All that could be done for them was done, and after getting out the man turned to and helped the others.

MR. COSTELLO'S STORY

Superintendent Was on the Express and Arranged for Relief.

Superintendent Costello, of the G: T. R. in this city, was a passenger on No. 5 express. Almost invariably it is Mr. Costello's custom to travel either on the engine or in the baggage. He did not travel up ahead Friday night because they were crowded. He rides at the front of the train so that he can jump off at the station and talk had. They died in the sleeper after to the agent, which he could not do being put there. The others were so well if he were in a car behind. He was checking over some of his work | sleepers. curred. "The shock was not very great," he

not braced in my seat at all, I was just sitting there as usual going on with this work, yet I was not thrown from my seat. I was just jolted forward a bit. A couple of passengers, up further in the car, had been joking with the newsboy about some souvenir spoons he was trying to sell them, and when the jolt came one of them said,

'Well, what are we up against now?' I thought that perhaps something had gone wrong with the air brake. You know, when the pipe breaks you feel a jerk in the car. But there was not only one jerk. There were three, two following quickly after the first. When I got out and saw what had happened, Mackenzie, also of Sarnia, assistance as quickly as possible. I went back to Wanstead and wired to Wyoming to send an engine down to

I went back to the train." Mr. Costello said that most of the uninjured passengers set to work to get the dead and injured out of the wreckage. Some did not. Some were afraid to leave the cars and sat there. Others went away off into the fields nearby and stood there watching the scene. Most of them, however, worked for all they were worth to get the people out. Mr. Costello said that it was snowing heavily and a cold wind was blowing from the north. The night' was bright and they could see to work. "We simply had to get the people cut through the windows as well as we could," Mr. Costello said. "In places we had to chop away the side of the car. All the dead and injured were in the one car. You know, apart from the terrible loss of life and the injuries, it was not what we would have called a bad accident. It was the way the cars telescoped that caused the

trouble. The floor of that baggage car

cut like a knife right through the pas-

went higher as it went in further, so

that the two floors formed a V. The

people at the end near the engine were

cut to pieces. There was no escape

for them. Those at the other end weren't in such a bad position, because the floor of the baggage car had risen high enough to miss them." Mr. Costello said that he hoped never again to have to help out the injured in such an accident. It was awful to hear their groans. Their only way of taking them out was a bad way. When they were lifting them through the windows, they suffered awful agony. As quickly as was possible when they were taken out, the injured were placed in the Pullmans and the dead were put in another car. Mr. Costello was asked if any died after being taken from the wreck. He said that four

"This talk about organizing fire brigades and all that is wrong," Mr. Costello said. "There was no need of

Secretary-Henry B. Ashplant.

Treasurer-Geo. M. Fox.

President-Geo. G. Steele.

Manager-G. R. Pennington.

In 10,000 Shares at \$25 Each-No Preferred Stock.

Head Office-London, Ont.

This company owns the leases on 200 acres (room for 300 wells)

of the most desirable lands on the oil-producing rock, in that well-

established and dividend-paying oil territory, near Dutton, in Elgin

County, Western Ontario. Only a rail fence divides the holding of

the London Elgin Oil Company, Limited, from the developed pro-

perty of the prosperous Elginfield Oil and Gas Company, with thirty-

eight producing wells and an output of 900 to 1,000 barrels per month.

The London Elgin Oil Company, Limited, Has Tested Its

Property, and Proved It to Be on the Oil Rock.

On the basis of report from the committee which visited this territory on Tuesday last and verified the report of our manager,

Re Bonanza in Well No. 2

The directors decided at a meeting held last evening (Dec. 26) to give

the investing public another opportunity to secure a small block of our capital stock at a figure which we confidently believe to be a

200 Shares Only---Par

Value \$5,000.

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\$15 Buys a \$25 Share.

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Well No. 3 is Now Drilling.

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It may be your last chance at London Elgin oil stock.

The above proposition is one of the best ever offered to the invest-

No Dry Holes on the London Elgin Oil Company's Property.

Send your orders in immediately. FIRST RECEIVED WILL BE FIRST ALLOTTED. All orders must be accompanied by 25 per cent

Make remittances payable to the order of THE TREASURER, London Elgin Oil Company (Limited).

Address the Secretary London Eigin Oil Company (Limited).

IF YOU WANT THEM, DO NOT HESITATE TO WRITE OR

200 shares will be offered at this price.

WIRE AT ONCE TO THE SECRETARY.

of the amount of subscription.

ing public.

The stock of that company is now held at \$2 (double its par value).

Fred J. Darch.

Vice-Presidents, Oliver Ellwood.

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& R.PAR G ALWAY A EVERYTHING ! LEAST MONEY

Special Clearing Sale Of Ladies' Coats, Capes and Skirts

We want to start upon the new with every Coat, Cape and Skirt now in stock sold. The follow ing liberal inducements should do it. We know you haven't much money left, but we don't ask much, and you require such good comfortable and serviceable garments as these for present use:

Ladies' Red Beaver, 44-inch capes, cord trimmed, selling now at\$10 00 Ladies' Golf Capes, with hood, stripes of plain cloth and frieze, to sell at \$9 00 Four only, Ladies' Black Curl Cloth Capes, lined, selling now at ..\$4 00 Ladies' Fawn Beaver Coats, % length, semi-fitted, velvet collar, new

Ladies' Fawn & Semi-Fitted Coats, velvet collar, stitch trimmed, fly front, inner sleeve, mercerized lining, selling now at only \$8 00 Ladies' % Semi-Fitted Coats, of fawn kersey cloth, cord and stitch trimmed velvet collar, slash pocket, new sleeve, mercerized lining. Now only \$10 90

Ladies' 45-inch Box Back Coats, in Oxford gray, bell sleeve with cuff, velvet collar, fly front, slash pocket, mercerized lining, only \$12 00 Monte Carlo Coats in Oxford gray, black rough cloth and black beaver, from \$9 00 to\$12 00 Oxford Gray Monte Carlo Coats, double capes, trimmed bands, satin stitched. Selling now at only\$13 50

Ladies' Gray Homespun Walking Skirts, 7-gore, trimmed stitching, only \$2 75 Ladies' Black Cheviot Skirts, 7-gore, good flare, cord trimmed. For only \$4 25 Ladies' Oxford Gray Cheviot Skirts, trimmed with applique of plain black cloth. Selling now at only \$4 25

Ladies' Black Cloth Flounce Skirts, trimmed with black satin piping. Selling now at only\$6 25 As such specials as these cannot be offered for long, come right along and select your bargains.

anything of the sort. It may have R. to South street, near the hospital." been that some put small fires out by using snow, but anyone at all, if a way. little blaze started, would throw snow on it to put it out, but there was no everything that could be done for the sufferers was done, and that they were necessity for any organized bands of fire-fighters. The man who deserves credit for stopping the fire is Conductor J. McAuliffe. He remembered that there were fire extinguishers on the train, and got them and put the

fire out at once." Mr. Costello told the reporter of one man particularly who did magnificent work after the wreck. There were many who did, but this man worked so hard that he went up to him and asked him his name. He was a Mr. Lang, of Petrolea.

"I don't know whether he'd like this did such hard work and such effective work that I could not help noticing it." Mr. Costello said that until the auxiliaries arrived they were at a disadvantage, not having jacks with which they might have lifted the cars. The Sarnia auxiliary arrived about 1:10, and the London one at 2:30. There were then doctors on hand from London, Watford, Wyoming and Sarnia. As long as there was one person left there needing help, they could not leave there. The injured were as comfortable as they could be in the Pullmans and just as soon as the last one was in the car, the train started for

"It was a good idea, that of bringing it around on the L. E. and D. R.

to the hospital so much quicker in that

"I helieve that, after the accident. helped as quickly and as skillfully as was possible."

Mr. Costello said that the crews of the trains were: No. 5—Conductor J. McAuliffe, London; Engineer Thomas McKenzie, Sarnia; Brakeman Thomas Bell, Niagara Falls; Baggageman A. Caulfield, Niagara Falls; Fireman E. Ricketts, Sarnia.

Of extra 778-Conductor J. A. Graham, Sarnia; Engineer E. Gillies, Sarnia; Fireman McKenzie, Sarnia. This McKenzie is no relation of the engineer Speaking of the dead trainmen, Mr.

Costello said that he could not understand why Engineer Gillies, of the freight, had not escaped.

have seen what was going to happen and must have decided that his place was at the engine. "I expect that Engineer McKenzie, of the express, jumped, as he escaped serious injury. He could see what was

going to happen. Poor Ricketts, his fireman, was down low behind the firebox and could not see shead, unless he got up on a step. He probably never knew what happened."

THE VAGARIES OF FATE. Painful Accident Deterred Fireman Shabrook from Taking His Place

on Express. G. T. R. Fireman Heber Shabbrook congratulating himself on having [Continued on page 8.]

STYLE TRANSMISSION.

Most shoes are copies of copies, -recopied till the subtle elegance of the originals has fil-

The Slater Shoes for Women-are direct copies from the best "Custom made" without dangerous "improvements," and are therefore safe styles to wear.

Stamped on each shoe, is the Makers price. in a Slate frame, viz.-\$3.50 and \$5.00. Style book on postal request.



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