

What is

CASTORIA

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—The Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."

Dr. G. C. Osmond, Lowell, Mass.

Castoria.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."

Dr. A. ARCHER, M. D. Brooklyn, N. Y.

THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher

APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, 27 MURRAY STREET, NEW YORK CITY.

GIVES SLAP AT UNCLE SAM ACTOR SHOT ON THE STAGE

Prominent German Writer on the Monroe Doctrine.

Gen. Von Boguslawski Says That It Should Be Ignored.

Berlin, Dec. 31.—Gen. von Boguslawski, one of the foremost military writers, in an article in the Tagliche Rundschau on the Monroe doctrine, argues that withdrawal of the blockade at this stage would show singular weakness. After alluding to the late Prince Bismarck's expression that the Monroe doctrine was "a great piece of impudence," the general says:

"That was a true word. America is divided into many states. In varieties of race and language she is hardly second to Europe. Now can one state assert that it has the right of interference and protection over an entire continent, and that it will tolerate any under certain conditions any action against an American state? A further question is how it happens that this doctrine, so up to 30 years ago by an American statesman, has been able to justify itself in fact, with absolutely no justification in the law of nations?"

"When the United States feels herself threatened through any occupation of territory of course she has the right, like any other nation, to raise a protest, and if necessary employ force. But there must be no talk of even an apparent recognition of the Monroe doctrine as an international law principle on the part of European nations. If the latter act otherwise, they will soon feel the thumbscrews, which they put on themselves."

"Through the war against ill-equipped Spain, American self-importance has been infinitely increased, often showing a diseased character. The courtesies shown America by Germany have naturally not diminished that self-esteem."

RESPONSIBILITY FOR ACCIDENT BETWEEN AGENT CARSON AND DISPATCHER KERR

(Continued from page 1.)

juries, in from one to five minutes. The Grand Trunk men were all doing their best for the injured. Those hurt were taken to the Pullmans and made as comfortable as possible. About four doctors from around here were at the accident when I got there.

FIRST PHYSICIAN THERE.

Dr. James Newell, sworn, said: "I was the first physician at the accident. I went up from Stratford with a caboose and engine. It was after 11 o'clock."

His testimony regarding the deaths, corroborated that of Dr. Chappel. He also spoke very highly of Dr. Hamilton and his wife, of Independence, Iowa. Mrs. Hamilton is also an M. D., and a graduate of Trinity College, Toronto. He stated that everybody was working and all that was possible was done.

CARSON SAID "IT'S BUSTED."

His Assistant, Hicks, Tells of His Exclamation Friday Night.

George Hicks, Mr. Carson's assistant, was called. Hicks said: "I have been at Watford station for five weeks. I have not passed an examination. I have studied under Mr. Pook and Mr. Young for thirteen months. I have worked as an operator at Watford and have worked when Mr. Carson was not at the key. I put on and took off some baggage when No. 5 was there

on Friday night and then went into the office before the train went out.

"IT'S BUSTED."

"As I went in the office Mr. Carson got up off the chair and said, 'It's busted.' Then Conductor McAuliffe asked for a clearance. I did not notice anything further. I understood from what Mr. Carson said, that the order was in a way annulled. I knew what the order was as I had heard it. Watford and Watford are the only stations I have worked in. An order becomes binding only when it has received its O. K., but previous to that it is not an order at all. I can recollect orders being 'busted,' but I never saw it written on the order. While I was at Watford, I have seen Mr. Carson receive an order and 'bust' it. I cannot remember when it was."

Mr. Carson since the accident, it is since the accident that Carson has told me he has busted orders in this way. When Mr. Costello came for Carson's books, I went up to get them and Mr. Carson came in while I was after them.

"On the night of the accident I put up the semaphore, but No. 5 was too far out to save received and sent out messages when Mr. Carson was not there. He has told me not to be on the wire too much."

WYOMING AGENT TESTIFIES.

William F. Mylne, the stationmaster at Wyoming, said: "I have been stationmaster at Wyoming for sixteen years. An order is canceled by the issuing of another order annulling it."

I am not aware that it is customary to cancel an order with the phrase 'Bust it.' I have never had an order that way. If I got such an order I would take no notice of it because it is not in proper form. I would let the train out. It is customary to repeat an order back before it is canceled. He looked at the order that was marked 'Bust it,' and gave it as his opinion that the word did not cancel the order.

NEVER KNEW SUCH A CASE.

"I remember the night, but not being on duty, I had nothing to do with it. I never knew of an order being canceled in all my experience by the words 'Bust it' without another order being issued in its place. When Mr. Mylne was brought up to the inquest it was on the order of Mr. Costello, assistant superintendent, who sent Dispatcher Kerr to relieve him. This Mr. Hanna protested, was in direct defiance of the rules. He pointed to a clause in the rule book stipulating that where there is only one operator, he is only permitted to leave the office on the authority of the chief train dispatcher. Operators were not permitted to change places without the consent of their chief dispatcher. Mr. Mylne replied that he considered the order of the assistant superintendent was sufficient."

Coroner Harvey said that he sent for Mylne with the word that if he did not attend on a summons he would issue a warrant to have him there in ten minutes.

Mr. Hanna replied that he did not blame Mylne so much as Kerr, who was relieving him.

ORDER MUST BE O. K. D.

Hugh Galbraith, operator at Watford and general assistant, said that he had just come from Brucefield, where he had been relieving the agent. He stated that the proper way to cancel an order was to issue another order. The order that figures so strongly in the case was the only one he ever knew to have been annulled by marking it "Bust it." Until an order was marked "K. O." it was binding on the operator. He also testified to being present when Mr. Costello got Carson's record books.

Louis Teeple, laborer, who was at the scene of the disaster and discovered the body of Ricketts on Sunday morning, gave evidence regarding the finding of the body.

SUPERINTENDENT COSTELLO

The Question Was, "Why Did Agent Carson Give the Clearance?"

Assistant Superintendent W. E. Costello was then called. He said: "I have charge of the dispatchers. We use the standard rules. I have been connected with the service under the standard rules since Oct. 1, 1899. Order No. 33 should have been either delivered or an order gotten from the dispatcher annulling it. I have never heard of an order being changed like this before, and I would never have permitted such a thing."

The freight train had a positive right to do as it did and the passenger the same. So far as the orders they received, both train crews were right. McAuliffe had a right to ask for a clearance as he did. The Watford board was out. The whole question is "Why did Agent Carson give the clearance?"

BOTH GOOD MEN.

He said that both Kerr and Carson were reliable, steady men, neither of whom had any black marks.

He told the jury of the documents at Watford station on Sunday last in the presence of Hicks and a number of newspaper reporters, and asking Carson, after the latter had been sometimes canceled by the dispatcher, telling an operator to "bust it" to show him another order in any of the records which had been canceled in the same way. Carson declined to look through the order books.

Supt. Costello said that efforts were not made to get trains over the road faster than usual, when he happened to be on board. He said that Conductor McAuliffe could not be influenced to run unusually fast because officials were on.

"Any one who saw John McAuliffe work around the wreck could see that he was not a man who could be influenced by me," he said. "John McAuliffe does not lose his head."

Mr. Costello was asked if he could explain why Carson would allow the express to go on the strength of a message from the dispatcher to "bust" the order and without receiving an order annulling it. He said that he could not. "If it could be explained," he said, "it would go a long way towards clearing up this affair."

ADDRESSES TO JURY

It Was to Decide Why Carson Gave Clearance Order.

The inquest adjourned for an hour at 6 p.m. for supper.

After supper, at the evening session, the coroner spoke of allowing Mr. Hanna and Mr. Pope to address the jury. Four of the jury had requested it. Mr. Pope said he would prefer to take no such course. He thought the jury understood the case just as well as he did.

Mr. Hanna stated that he had no personal feelings in the matter, but as the representative of the estate of Fireman Ricketts, Agent Carson and the others, he felt that he ought to be allowed to speak. He had no doubt that the jury would deal perfectly fairly.

The coroner ruled that the crown attorney make his address, and then, if there were any points Mr. Hanna wanted to refer to afterward, he could do so.

In addressing the jury, Mr. J. P. Bucke, the county crown attorney, told them that they were to give their verdict entirely from the evidence and not from anything they might have read or heard. There were three facts they had to bear in mind: First, that there had been a most distressing accident; second, that Fireman Albert W. Ricketts had been killed; and third, that the two trains meeting at Watford had been the No. 5 Pan-Dried express and extra east 772. Trains were continually passing and repassing there, and it was necessary to find out how the accident happened.

CREWS NOT TO BLAME.

At some length he reviewed the different features of the accident, and the orders leading up to it. He did not think the train hands were to blame on either train. The question had been put, "Why did Carson give a clearance to No. 5?" That was for the jury to decide.

Consideration, he also said, must be given to the fact that Carson had heard the conversation between London and Wyoming. That might be the reason he had made out the clearance. However, he would not say himself, but would leave it to the jury.

CARSON'S RESPONSIBILITY.

He desired also to call attention to the fact that all railroad employees were supposed to know the company's rules. Carson had acted on his own responsibility and it was for the jury to say if he was justified in so doing. In concluding he said: "You are here

in the interest of the public and in the interest of the public I must ask you to explain how the accident happened. That is all I ask of you now."

THE FINGER OF SUSPICION.

Mr. Hanna said he would like to say a few words regarding the cancelling of that order. He did not like the way in which Mr. Bucke had, so to speak, "pointed the finger of suspicion" at Carson. He would like to ask if it was right that a mere boy of 18 years of age, and 48 hours' experience should be trusted with the lives of hundreds of human beings. That was how matters stood at Kingscourt Junction. And they were but little better at Wyoming. Then, too, a night man was needed at Watford. He asked that it be remembered that Kerr was in a hurry at the moment, and was it not possible that in the excitement of the moment he had slipped back into that old wording that was in use up to three years ago, and said "bust it"? He admitted himself that he had used those words.

Mr. Hanna referred to the incident of the afternoon when Kerr had gone over to the station to relieve Mylne as an example of the way in which the company's rules were carried out.

In replying Mr. Pope said there was no desire on the part of the railway to saddle the blame on Carson or shield Kerr in any way. He asked the jury to take no notice of Mr. Hanna's insinuation that the rules were not carried out. Also he would ask that they state their verdict whether Carson or Kerr was to blame.

Coroner A. E. Harvey gave the evidence to the jury at 8 o'clock.

At 11:04 the jury brought in their verdict, as follows:

"We find that Arthur W. Ricketts was killed in the collision at Watford, Dec. 26, 1902; that said collision was caused by wrong orders being given No. 5 at Watford. Responsibility for this issuance of wrong orders we are not agreed upon as between Operator Carson and Dispatcher Kerr. That after No. 5 had left Watford by the issuance of wrong orders we consider that the



The Doctor Leads Him by the Nose

Ninety-nine hearts out of a hundred are failing to do their work. There may be to pain there, but it is felt somewhere for some organ is robbed of its proper use of blood by this tedious heart failure, and distress follows. Common sense says, cure where the trouble and pain begin. Use

DR. AGNEW'S HEART CURE, because it begins at the blood's distributing organ, beating that rapidly and making it strong and able, quickly sends strength and health to every other organ. It is the only way that combines science and sense and relieves and cures.

HEAVY AGNEW, of Peterboro, Ont., writes: "I suffered with my heart, nerves and general debility. The best doctors said I must die within a month. On my wife's advice I tried DR. AGNEW'S HEART CURE. Relief from the first dose. I am fully cured. Weighted 128 pounds. — Now 180 pounds."

DR. AGNEW'S HEART CURE will drive filth away from the blood, and instantly remove all skin blemishes, pimples, blotches, etc. Price, 50c. Bottle, 1.00.

Made in Canada 50 Years



The Pioneer's Breakfast

Fifty years ago many Canadian settlements were just so many acres of virgin forest.

Tillson's Oats, Pan-Dried, was then, and has been ever since, the breakfast upon which many a hard day's work was done.

Tillson's Oats and the pioneer's axe have played their parts in settling Canada.

But who ever heard of a pioneer breakfast of cold-served fads?

Tillson's Oats are the cleanest, best flavored oats made in Canada, or any other country.

Made by Tillson's own Pan-Dried process.

Packages Only. All Grocers.

Tillson's Oats Pan-Dried. A Food, not a Fad

Health Pure and rich blood carries new life to every part of the body. You are invigorated, strengthened, refreshed. That's what Ayer's Sarsaparilla will do for you. Take Ayer's Pills for constipation or biliousness.

J. C. Ayer & Co., Lowell, Mass.

THE WEATHER TODAY—Fair, or little lower temperature.



Tailor-Made SUITS...

Our Exceptional Offer For Month of January.

MESSAGE TO THE PUBLIC.

OUR very extensive Ladies' Tailoring Department is close to what is usually its slack time—when it is impossible for us to keep our expert help in steady employment.

But we've devised a liberal plan which will doubtless meet with general approval—a plan that will keep this Department working to its utmost during the month of January, keep our experts from drifting away to other occupations, and at the same time give our customers the benefit of securing suits tailored to measure at less than ordinary dressmakers' prices.

It will be necessary to place orders early in month. First orders received will be turned out first, and so on throughout the month of January.

There is but one condition in connection with this most liberal offer, which is that all material for suits be bought at this store. For example:

A Suit we now charge \$12 for the making we will charge \$8 for the making during the month of January.

A Suit we now charge \$10 for the making we will charge \$7 for the making during the month of January.

A Suit we now charge \$15 for the making we will charge \$10 for the making during the month of January.

You seize the idea—seize the opportunity.

As there is bound to be a rush, see to it that your order is among the first.

Every Suit will be made from very latest plates, and best of workmanship will be guaranteed.

NOTE—As it is very important that every lady in and around London should hear of this offer, this message will be given two insertions in daily papers—Dec. 31 and Jan. 2.

Wishing You a Most Prosperous New Year.

Smallman & Ingram

149, 151 and 153 DUNDAS STREET.

accident could have been averted by the operator at Wyoming or Kingscourt Junction, had the railway company had more experienced operators at these points, one being but a boy of 18 at each of which places, the dispatcher having ample time to do it, endeavored to get the opposing trains stopped."

WHAT WILL BE DONE?

After the jury had handed in their verdict at Wyoming in the Grand Trunk Railway disaster at Watford,

if the crown does take any action, however, they will have to prosecute both Dispatcher Kerr and Operator Carson, as they are both named equally in the coroner's jury verdict."

Good December Diet.

Clark's delicious Pork and Beans. Scientists say they are the most strength-giving food. W. Clark, manufacturer, Montreal. 624 10 St.