(Continued from page 1.)

minute. He wanted to go and see what he could do. I then called Watford and asked that office when he answered (I did not know at the time who answered), if No. 5 was coming and the reply was that she was. I said "Minute, may bust it." I then started to call Wyoming and called him several times before he replied,

when he said: when he said:
"It is going. Will I stop it?"
I replied, "Let it go."
I said to F. O., meaning Watford,
"Sign it," meaning som the order for
No. 5 to meet engine 773 at Wanstead.
I expected him then to sign Conductor

McAuliffe's name to that order. Watford replied, "It's gone," meaning No. 5. I then called Wyoming and when he

answered I asked him to stop 773. He replied, "I can't."

"YOU MUST STOP IT! said, "You must stop it." I then started to call Kingscourt Junction, and continued calling that office until the operator there inter-

rupted me and reported No. 5 passed. I said, "Stop No. 5." He said, "It's past." I said again, "Stop it."

I believe he went out to see what he could do. I was calling Kingscourt Junction from the time the train left Watford until he reported it by. That Would be about seven or eight minutes.

I then called Watford and asked him
why he let No. 5 go.
He said, "You told me to bust it."
I said, "O my, no."

"GOING TO BE TROUBLE!" I then spoke to my chief dispatcher, dr. Goodwin, of London, and said, "I am afraid there is going to be trouble No. 5 about Wanstead," and I related to him the circumstances under which the order was issued and said that the train had left without it.

A few minutes after the train would have arrived at Wanstead the operator at Wanstead called me and asked if there was an order coming there for

I said, "Yes. Stop No. 5."
He said, "It's at the west switch,
and I think in trouble. I heard a noise at the house and just ran over."

"A BAD SPILL HERE." A few minutes later Mr. Costello, our

assistant superintendent, called me from Wanstead. He was on the train. He said, "There is a bad spill here. Send the auxiliary quick." I called Sarnia Tunnel immedialely. He replied and I sent him a message to send the auxiliary quick to Wanstead.

I believe I put in it that No. 5 was

in a wreck with a freight. The operator at Wanstead is supposed to ask permission to leave the office in the evening. I had given permission. Watford is not a night office, but the operator is supposed to wait there for No. 5. Had I got Kingscourt Junction before the train passed, I believe he could have stopped the train and averted the accident. We do not always get operators when we call them. On that occasion my duties covered the line between Sarnia and London. It is a part of my duty to send these orders. I said to the Kingscourt man

Where have you been?" and that I had been calling him several minutes. He replied that he had been there but that he did not hear me calling.

"IF HE WAS AWAKE -" If he was awake and there in the office, I see no reason why he would not hear me. I do not know what his duties are besides operating. His telegraph duties come first. He is in charge of the station at night. has to look after that Petrolea train. It goes through at 4:15 p.m., and the next one goes through at 6 in the morn-When I excused the operator at Wanstead I did not know that those trains were going to meet there. In any event I do not know that he would have been needed there.

COULDN'T SHOW ANNULLMENT. In reply to a question from Mr. W. J. Hanna, Mr. Kerr said that to send an order and have it repeated back would take four or five minutes. To have delayed the express would have called for explanation to Mr. Costello. In reply to a further question from Mr. Hanna, Mr. Kerr read an order issued at 9:03 for No. 5 to meet a freight at Wyoming at 10:15. The order was marked annulled. Mr. Hanna asked him to show him the order annulling it, but Kerr was unable to show any in writing. "You have not acted in accordance

with the rules of the road in annulling it," said Mr. Hanna. "This order." replied Mr. Kerr, "has been fulfilled and died a natural death.

Would you have marked 'annulled' after an order that had been issued the "standard rules" came in, and complied with?" asked Mr. Hanna. Mr. Kerr said there would be no necessity of doing so. It simply meant operator prior to about six weeks ago. that the order was dead-that it had run out at 10:15.

In reply to a query from Mr. W. W. ope, of the G. T. R. solicitor's office, Mr. Kerr said that an order would be given to everyone who could advance the movements of the train. the rules, is it not the first duty of the operator on receiving a

call to put out a red light?" asked Mr. Mr. Kerr said it was. Then he gave the order after that. AFTER LUNCH

The inquest opened against at 1:30 p.m. after lunch. Those who were present in the afternoon who were not there in the morning were Mr. Robert Towers, of Cowan, McCarty & Towers. Sarnia, representing the family of Henry Lawrence, of Watford, and others from the tunnel, and Mr. J. F. Faulds, of Toothe & Faulds, London representing Mr. Morse and daughter, Mr. Coote and wife, and others.

DISPATCHER KERR RECALLED. an instance of another. I have had The examination of James W. Kerr an order sent out for No. 3 to meet was resumed. Mr. W. W. Pope, the company's solicitor, put Kerr through had its orders changed by the expresan ordeal on the subject of the railroad's rules, and the way in which they first were carried out. The brought out referred to the keeping of change orders this way. Mr. Howser the rules in a conspicuous place in the office. The rules gave authority for the use of abbreviations. Kerr stated that he did not know until after the accident occurred that Assistant Super-Intendent Costello was on the train. and in any event that would not have influenced him. Mr. Costello's duties were likely to take him anywhere. Both trains were running under special rules so far as the meeting at Wanstead was concerned, and in that case the rules is my duty to repeat the order back,

reach him, and again, I might not.

CARSON STICKS TO STORY

Says He Received Dispatch to "Bust" Order

for the Express.

The next witness to be called was

Andrew Carson, the agent and opera-

tor at Watford, where the Grand Trunk

authorities claim that the responsibil-

After being sworn, Carson gave ev-

"I am agent and operator at Wat-

ford. I have had no assistance in tel-

have been a railway employe for 35

"I was on duty on the night of the

26th. That train, No. 5, is due at 8:47,

but she was about an hour late. I have the exact record, but not here. I

think the exact time she reached Wat-

'I asked the dispatcher about 7:30 or

o'clock about how late she was and

he said about an hour. I got an order

regarding her leaving Watford at 9:48,

PUT OUT STOP SIGNAL.

ator telling the London dispatcher that the freight was not able to go out. The

not get the word 'may.'
"Just then the conductor of No.

A COMMON EXPRESSION.

They have been acted upon.

working with Mr. Kerr at the time.

BUST OR ANNUL.

"The rules that were put in as evi-

dispatch saying that Order No. 98 is

the book. Had I got it, I would have

had to write across No. 93, 'Annulled

THOUGHT ALL WAS SAFE.

explanation. I had heard that the

train at Wyoming was unable to get

out, and thought I was on safe ground

Wyoming that the freight could not

get out, followed immediately by Kerr's

order, I would have given No. 5 a

copy of the order No. 93, and that would have held it at Wanstead. No,

I have no written record of the dis-

FIFTEEN HOURS A DAY.

Cross-examined by Mr. Hanna, Mr.

Carson said that he had had the order

"Bust it" six or seven times on other

occasions. The expression had come

into use about three years ago, when

from 7 a.m. till 10 p.m. I had an

He is now relieving the agent at

Brucefield. They gave me a boy about

16 years of age. The operator's hours were from 7 to 7.

TRIED TO STOP TRAIN.

to Wyoming and saying to bust it, to

sign the order. I said, "The train is

gone." I ran out and put up the sema-

phore, but the train was a mile be-

yond it. I then went in and called

Kingscourt Junction until I heard the

Tnen I talked to the dispatcher at

London, and he denied having told me

to bust it. Today in his evidence is

the first I have heard that Kerr ad-

"BUST IT" ORDERS FREQUENT.

Further cross-examined by Mr. W.

W. Pope, Mr. Carson said: "I offer as

an excuse for my action that it is cus-

tomary to cancel these orders by the

expression "Bust it." This is not an

exceptional case. It is difficult to cite

an extra at Kingscourt Junction that

sion "Bust it." I have seen Mr. How-

ser and Mr. Hodgins, my operators,

Mr. Costello asked George Hicks,

my operator, yesterday, if he had ever

known this to be done, and he said he had. I can't say definitely when I

have seen it done, but it would be

within a year anyway. I have already

spoken of No. 3. I think that when

I got the order to bust it I said "O K,"

but I am not very certain.

left me in November, 1900.

mitted using the expression.

"My hours," he said, "for work were

"If I had not heard the wire from

"I did not wire back to London for an

that this order was canceled

never received it.

to go ahead.

patch 'Bust it.' "

train was by.

"On getting the order, I displayed my

ity for the disaster rests.

idence as follows:

ern and Grand Trunk.

ford was 9:57.

He went on.

question from Mr. Towers, Mr.

passed an examination in the rules of the company." Mr. Carson said that if Conductor McAuliffe had signed the order and it had been given to him and his engineer, the order would have been complete. Mr. Carson stated Rule 2 justi-fled him in changing the instructions he had received.

AN IMPORTANT RULE. did not require the freight to be clear Rule 2 reads as follows: "In addiof No. 3 five minutes.
"If there had been an operator at tion to these rules, the timetables will contain special instructions, as the Wanstead, I might have been able to same may be found necessary, was not table to get the operator at instructions, not in conflict with these Kingscourt, you know." In reply to a rules, which may be given by proper authority, whether upon the timetables said it was not for him to say whether or otherwise, shall be fully observed or no the Kingscourt Junction operator was performing his duty. The name of the Kingscourt Junction operator is James Troyer.

while in force." Mr. Hanna advanced strenuous objection to Mr. Pope's line of argument, and argued that instead of merely

stating facts, Carson was being asked to make rules. The coroner sustained Mr. Hanna's objection.

A VIGOROUS RETORT. In reply to a question from Mr. Moore, Mr. Carson said he did not consider he had any orders when he issued the clearance. There was no one in charge of the Watford station during the night. The work in Watford had increased during the past six weeks. Mr. Pope wanted to know what this

had to do with it.

Mr. Moore told him that they would show him before they got through with him, when they got him over in the United States courts.
Mr. Carson told Mr. Towns that egraphing for the last six weeks. I

without receiving the words "bust it" years and always for the Great West- he would have held the train.

> HEARD NO "BUST" ORDER Wyoming Operator's Fruitless Efforts Hold the Freight.

M. G. Watson, night operator at Wyoming, sworn, said: "My hours of duty are from 7 p.m. to 7 a.m. I was on duty the night of the accident. Extra east 773 got to the Wyoming station about "'Order No. 93—To conductor and en-gineer No. 5, Watford: No. 5, engine 980, and extra east, engine 773, will meet at Wanstead.' There is a record of it at the office. That train was to go on and meet No. 5 at Wanstead. She was supposed to take the siding. I gave

this order to Conductor Graham. I do

not know of what the train was made up, but I think it was a meat train of signal board to stop all trains. The next I heard was the Wyoming operexport beef. GRAHAM GOT ORDERS. "The orders for the engineer were handed to Graham for delivery. I called dispatcher at once called up my office and said, 'Bust it.' Those are the two up Kerr, and when I got the order for Graham he told me to hurry him. I words he used and the only two. I did hurried Graham, but I do not think he got out as quickly as he might have, and I wired Kerr to that effect. The ame in and said, What have you for freight was at Wyoming for six or me?' I said, 'John, I had an order here seven minutes after I gave him the for you, but the dispatcher has just orders. After he got through calling

busted it.' I repeated what I had hearl, and gave him the regular form of clearance order, 'No orders for No. 5.' stands for train order. DIDN'T SEE STOP SIGNALS. "I went to see the conductor, but he had started, and I could not catch "I have had orders canceled before by just the same phrase, 'Bust it.' I him. I went back and told Kerr this. I was giving stop signals all the time and called to the freight brakeman to have seen my operator get three or four dispatches in that way within the back up. Then I went and put up the east semaphore. I could not see last six months from the London ofwhether it was up or not on account "Mr. Kerr has been dispatching at London for a year or two altogether, of the snow.

Watford, I think he said 31, which

but on this Sarnia branch for only a few nights. I did not know I was HEARD NO "BUST" MESSAGE. Watson identified the order the freight went out on. He stated that he thought he had the semaphore up in "I gave Mr. Costello, our assistant superintendent, the top copy of this time to stop the train and that the engineer, failing to see it in the storm, went out under it. He did not hear the order after the accident. I understood from what I heard on the wires coming from Wyoming through to London message about "busting" it. He was out on the platform and it had probably allowed the train to go on as if I had

passed through then.
SAW STOP SIGNALS. Horace Harkness, of Sarnia, the rear brakeman on extra east 773, testified dence are in the hands of all employes. that as the train was moving out he saw someone on the train giving the I have a copy. I did not receive any stop signal. He thought the train was going on a siding and did not annulled, like the one that is given in repeat the signal. As soon as he found the train was not going on a siding he repeated the signal and got two signals by Order No. --.' Then I would also from the front part of the train in rehave had to destroy extra copies of the original order. I did not destroy Previously he had believed that he signals from the station were from all the copies, but my own, as the his conductor, but now, receiving two book directs. I gave a copy to Mr. signal Costello on his request. I have two right. signals, he thought everything was all

SHOCK AT VALL WAS LIGHT. The effect of the shock on the rear end of the freight, where he was when the collision came, was very slight He was on the step to get off and fix the switch and was not even jolted off. The car he was on stayed still and made no motion backward. It was probably 25 minutes after the accident before he arrived at the spot where the wreck was. He could not tell evening how many people were killed. He stayed and helped for three or four

FREIGHT STANDING STILL. Conductor Graham's story was as "We were at Wyoming for 10 or 12 minutes. I received my orders from the Wyoming operator. Wyoming at 9:57 p.m. under that order. We arrived at the switch at 10:15. The engine was still and was just starting up when the collision occurred. The switch was open and we were ready to go in. The collision was a straight head-on strike.

TOLD THEM TO JUMP. "I saw the express coming, when it was about the station, and I knew she was coming too fast to stop at the switch. I told the fireman to get off. "The dispatch told me, after talking and I had just touched the ground when it came. The driver, Gillies, had one leg over the lever and had just started to get off. That was the last I saw of him.

SEMAPHORE WAS DOWN. "Before leaving Wyoming I took particular pains to look at the semaphore, and it wa sdown. I saw the rear brakeman's stop signals, but did not stop because I simply believed that the brakeman thought I was not on the train." He had his orders to go on all right, and went. He stated was struck by pieces of the

flying engine. "THE BOSS" WAS ON BOARD. Conductor McAuliffe, sworn, said: "I have been on that train for a few months. I am a regular relieving man. I have no fixed run, nor have I had for the last ten years. We were about an hour and sixteen minutes late leaving London. We reached Watford that night at 9:56. It was very stormy. I should judge it was difficult for the west-bound train to see, for the storm eemed to come from the northwest. I had to get orders before leaving Watsaw Mr. Carson there. "I said. 'What's the word for me. Andy? He said, 'There was an order, but it's busted.' I said, 'Give me a clearance, then, quick. The boss is on.'

He gave me the clearance. I have it FORTY MILES AN HOUR. "The collision occurred at 10:10. The baggageman was A. Canfield, and the brakeman's name was Bell, both of Niagara Falls. The engineer was Tom Mackenzie, and the fireman Ricketts. Then there was myself. The engineer told me that Ricketts was under the I have not seen Ricketts since he was killed. We were going at about 40 miles an hour. If he had received the order that was busted he would

have gone to Wanstead and waited

till the freight passed.

but it is not always done. I do not know whether I did it or not. I have A WIFE'S GRATITUDE STILL ANOTHER Husband Got Drunk Twice

> She Gave Him Tasteless Samaria Prescription-He Now Brings His Wages Home-Doesn't Take a Single

a Day.



"How could I ever prove you my gratitude for the happiness I have enjoyed through your simple remedy for the cure of the drink habit? My husband was such a drunkard that he got drunk

twice a day. Since taking your Samaria prescription he has not taken a single drop, and the money he earns comes home to the family. I feel it will be an obligation to me now to recommend the great cure of the drink curse to all my friends and relations."-Mrs. Bouchard.

FREE SAMPLE and pamphlet giving full particulars, testimonials, and price sent in plain sealed envelope. Correspondence sacredly confidential. Enclose stamp for reply Address The Sample Remedic Co. for reply. Address The Samaria Remedy Co., 23 Jordan street, Toronto, Canada. Also for sale at Strong's Drug Store, 184 Dundas street.

BRANTFORD'S FRATRICIDE

Samuel Watson, Slayer of His Brother, in Jail.

Held for Manslaughter to Prevent Him From Committing Suicide.

Brantford, Dec. 29. - Samuel Watson, who slew his brother Wesley. last Monday, occupies a cell in the county jail. The man is charged with manslaughter, having been taken into custody in advance of the coroner's verdict, to prevent him doing himself violence.

Samuel Watson is 38 years of age. and James is a few years his senior, Both are big stout men, capable of taking care of themselves without the use of guns. Behind their craven spirits, however, is a story sufficiently startling to account in a measure for their timidity. They had but re-cently a frightful experience with robbers, which was revealed for the first time by the present heartrending affair.

A year ago, two robbers entered their home, bound them and deliberately tortured both men until they revealed where their wealth was hidden. Coal oil was poured on their feet and fired; a sharp axe was pressed against their necks with threats to chop their heads off, and they were subjected to other shocking indignities. This attack was made in broad daylight, and seems so incredible as to be seriously questioned: but the details are verified. brothers reported the case to at least one county officer. They even strongly suspected the authors of the outrage, but the matter was suppressed by the brothers in their agony or fear, and by the officer, with the hope of securing evidence.

DISCUSSES THE TRAGEDY. Samuel Watson discusses the killing and all the circumstances frankbrother corroborates him. and the circumstances generally verify all the men say. In his cell the slaver is frantic. He is evidently suffering the keenest anguish and de clares that he does not care whether he is hanged or imprisoned for life. Physicians fear his reason will give way. In fact, Dr. Fisette, the coroner investigating the case, explained that the man's appearance indicated the truth of his statement and that he was of a highly nervous temperament - of the class most likely to conduct himself exactly as he says he did under such circumstances. Dr. Fisette said, however, that it was quite necessary to confine the man. since it was a case for a coroner's to determine. jury signed the commitment on which Watson was taken to jail.

Masons of Caledonia have charge of the funeral. The Watsons do not own the farm they live on, but are tenants. They are not very prosperous, and their home is barren, the doors are heavily barred and the windows are inclosheavy shutters. The surroundings bear every evidence of the timidity of the inhabitants, and bear out the remarkable story of the fear under which the family seems

Pepper Brothers Sent to Penitentiary Berlin, Ont., Dec. 29.-Judge Chisholm yesterday sentenced the Pepper brothers, convicted of committing a series of highway robberies in the county this fall. To the elder he gave seven and to the younger six years in Kingston Penitentiary.

Ballot Box Stuffing at St. Thomas. St. Thomas, Ont., Dec. 30.—The referendum ballot box stuffing cases came before Judge Bell at the court house here yesterday. H. A. Branton was the only one of the three accused to put in an appearance. After argument by counsel, the hearing was adjourned till Jan. 19, 1903.

Murder in the Second Degree. Greenfield, Mass., Dec. 30.-To a charge of murder, Louis Martin Bit. zer, of Turner's Falls, retracted a previous plea of not guilty in the Superior Criminal Court, and pleaded guilty in the second degree. was sentenced to life imprisonment The plea was entered on an indictment charging the murder of Ida May Columbe, at Turner's Falls, Dec. 31, 1901. No mention was made of a second indictment charging Bitzer with

the murder of his infant son on the

Thirty-One Reading Mines Working.

same date.

Philadelphia, Dec. 30 .- It was announced yesterday that for the first time in several weeks the 31 collieries of the Philadelphia & Reading Company are working to their utmost capacity. All mines in the Wyoming region also are in full operation. London, Dec. 29. - It was said on good authority in Liverpool today that contracts had been made for 200,-000 tons of coal for shipment from English, Scotch and Welsh to eastern An adjournment was made until 1:30 ports of the United States. Forty steamers already have been chartered.

VIOLENT SHOCK

Andijan Felt an Earthquake on

Sunday—Total Loss of

Life 4,800.

St. Petersburg, Dec. 29. - Further advices from Andijan say the earthquake victims number 4,800, of which 1,600 persons were killed in the town of Andijan and the balance in the adjacant country. One thousand square miles affected. The center of the disturbance was four miles south of Andijan, where there was a cleft in the ground, whence sand, water and mud were issuing. The first shock lasted three seconds. It was repeated after half an hour, when buildings began tumbling, walls were flung down and roofs collapsed, burying everyone within, and groans and shrieks filled the air. The shocks were continued uninterruptedly for fifteen minutes, and were accompanied by terrifying rumblings, torrential rain and a hurricane. People in the streets were hurled to the ground repeatedly. No refuge whatever was available. The aged, children and the sick were equally exposed, while the heartrending appeals of friends and relatives buried in the debris magnified the horrors of the situation. The natives worked splendidly alongside the soldiers in disinterring the living and dead.

Ashkbad, Russian Turkistan, Dec. -Another violent earthquake was felt at Andijan at 10 o'clock Saturday night. Passenger service on the Andijan Railroad, interrupted by the recent earthquakes, has been restored.

VOLCANIC ERUPTION. San Francisco, Dec. 29.-The steamer Sonoma which arrived today from Sydney, via Paga Paga, brings further news of the volcanic eruption on the Isle of Savaii, of the Samoan group. During the height of the eruption thirteen earthquakes took place and some stone churches at Safune and Sasina were much damaged. One church in Pai was destroyed. The earthquakes showed themselves landslides and the removal of blocks of stone and also in some small fissures. The scoria ejected by the volcano overthrew all the tree within its reach and burned them to cinders. Guayaquil, Ecuador, Dec. 29. - A slight earthtquake shock was felt here

Bagneras de Luchon, France, Dec. 29.—A strong earthquake shock, lasting six second was felt here last night. No damage was done.

CABLE NOTES

British Ship Bound From Calcutta to New York on Fire.

The British steamer Mombassa, bound from Calcutta for New York, was abandoned on fire Dec. 23 in latitude 15 north, longitude, 86 east. The crew was saved and landed at Colombo. The Mombassa was owned by the

Glasgow Navigation Company. The members of the Humbert family, who were arrested in Madrid in con-nection with the great Paris safe frauds, were taken from prison and conveyed to the railway station for the journey to Paris under a strong guard. The recrudescence of the rebellion in Kwang Si is causing a lamentable state of affairs in that province according to mail advices received from China. While the rebels are harassing Kwang Si in the south, other rebel movements have been started in Taansu and to the northeast of Pekin.

In conversation with H. M. Auden, at Fettes College, Edinburgh, he expressed the keenest satisfaction at the honor done him in being selected by the board of governors of Upper Canada College to succeed Dr. G. R. Parkin as headmaster. "I hope to marry the Crown Princess very shortly." declared Andre Giron.

the French professor with whom Princess Louise of Saxony has eloped Right Rev. J. W. Festing, Bishop of St. Alban's, London, is dead. Geneva newspapers allege that the Swiss Governument has refused the request of the German legation to exnel

the Crown Princess of Saxony from The Petit Bleu (Brussels) has pubished M. Giron's own story of his relations with the Crown Princess of Saxony, in which he admits the of her sixth child.

The Edinburgh Scotsman, one of Scotland's most influential newspaper, in a discussion of the Grand Frunk Pacific Railway project, whether Canada is able and ready to undertake the enterprise now whether she would wait until she has grown a little.

Deafness Cannot Be Cured local applications, as they cannot the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies Deafness is caused by an inflamed condi tion of the mucous lining of the Eusta-Tube. When this tube is inflamed nearing, and when it is enrirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever. Nine cases out of ten are caused by Catarrh. which is nothing but an inflamed condition of the muceus surfaces.

We will give One Tundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free,
F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75c.

Hall's Family Pills are the best. tion of the muceus surfaces.

ECZEMA, NO CURE, NO PAY. Your druggist will refund your money if PAZO OINTMENT fails to cure Ringworm, Tetter, Old Ulcers and Sores, Pimples and Blackheads on the face, and all skin diseases. 50 cents. Il your druggist hasn't it in stock send 50 cents in stamps to the Paris Medicine Co., St. Louis, Mo., who else mann't three Learning Branch Cultrin. also manufa ture Laxative Bromo-Quinine the celebrated Cold cure.

Coughs, colds, hoarseness, and other throat ailments are quickly relieved by Vapo-Cresolene tablets, ten cents per box. All druggists

Wood's Phosphodine The Great English Remedy

Is an old, well established and reliable preparation. Has been prescribed and used over 40 years. All
druggists in the Dominion of Canada sell and recommend as being the Before. only medicine of its kind that cures and gives universal satisfaction. It promptly and permanently cures all forms of Nervous Weakness, Emissions, Spermator-It promptly and permanents of Nervous Weakness, Emissions, Spermatorrhea, Impotency, and all effects of Abuse or
Excesses, the Excessive use of Tobacco, Opium
or Stimulants; Mental and Brain
Worry, all of which lead to Infirmity, Insanity, Consumption
and an early grave. Price \$1 per
package, or six fer \$5. One will
please: six will cure. Meiled
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HE Souverir invites comparison A and criticism, and if you will compare it on points of price, style, durability, appointments, completeness, economy and service, the

can afford to abide by your judgment. Put it to the test. The best in the world is its place in Stovedom-and it's "at the top" on its merits. It is handsomely mounted and most

modern in the minutest detail of construction. The Acrated Oven is a special feature. Sold everywhere. One lasts a lifetime.

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Made by THE GURNEY-TILDEN CO., Limited, Namilion, Canada STOVE, RANGE AND RADIATOR MANUFACTURERS Wholesale Branches-Toronto, Montreal, Winnipeg.

Nothing nicer for Christmas and New Year than . . .

COWAN'SO

Queen's Dessert Chocolate,

Chocolate Cream Bars, Chocolate Ginger, Chocolate Wafers, etc.

Cowan's Swiss Milk Chocolate

is the newest, the nicest and the daintiest of confections, SOLD BY ALL GROCERS. .

FEW CARS TO HAUL GRAIN

Elevators in Nebraska Filled-Railroads the Coal Situation.

Lincoln, Neb., Dec. 30.-The elevators of Nebraska are overrunning with wheat, and farmers are compelled to haul their proffered grain back again. The car famine is responsible for this condition of affairs, and the railroads insist that they cannot obtain sufficient cars because of the great demand for their use in relieving the coal strin-

gency. Bitter complaint is made by the grain dealers, who say that the railroads have purposely withheld cars until after the new rate, which adds 1 cent a bushel to the freight rate goes into effect. They assert that hundreds of cars are being held at terminal points. The effect of the grain blockade

upon business has been depressing. Farmers, being unable to sell their grain, have curtailed their Christmas purchases. This has lessened the holiday trade materially, and the banks been pressing the grain men, who have thousands borrowed their holdings of wnear, for payment in order to bring reserves up to the legal limit.

The railroads insist that the trouble bothered with a cough or cold. lies in the fact that the coal dealers at terminal points prefer to pay demurrage rather than release the cars, hoping to recoup themselves by higher prices for fuel.

WESTERN ONTARIO.

During the Christmas rush at the Windsor postoffice, it is estmated that fully 500,000 packages were handled. A meeting of the creditors of C. W. Anderson & Co., the Oakville bankers, has been called for Tuesday, Jan. 6, at

Peter McEwan, ex-alderman of Windsor, has been appointed customs officer at the ferry dock, to succeed the late P. C. Ponting. The death occurred on Saturday

Squire Grace, of Brantford, one of the tario. Deceased, who was in his 83rd year, died of old age. Mr. Grace was a native of Kent, England, and came to Canada in early life. He hearns Canada in early life. He became a teacher in 1842 and taught at various points throughout Brant County, finally settling in Mount Pleasant. Some time ago he removed to Brantford, conducting a large insurance business. He was an estimable citizen in every way, and a staunch member of the Methodist Church. He leaves a wife and one daughter.

Kenneth G. Johnston, eldest son of Dr T. G. Johnston, M.P., Sarnia, met with rather serious accident Monday afternoon. The young man is an employed the Imperial Oil Company, and w ascending a ladder in the grease house, he missed his hold and fell to the floor beneath, a distance of some 20 feet. found he was unconscious. Dr. Johnston and Dr. Hayes attended to his injuries. back were badly hurt, fortunately no bones were broken.
the time of writing he had regained ness and was resting as easily as could be expected.

STEAMERS ARRIVED.

Dec. 27 and 28.—At New York—Minne-hah, from London: Philadelphia, from Southampton; Anchoria, from Glasgow; La Champagne, from Havre. At Boston-Sylvania, from Liverpool; Cambrian, from London; Commonwealth,

from Liverpool.
At Genoa-Sardegna, from New York. At Liverpool-Devonian, from Boston; At Hiverpool-Devenian, from Boston; Lucania, from New York. At Hailfax—Bavarian, from Liverpool. Hailfax, N. S., Dec. 28.—The steamer Hanover, 20 days out from Hamburg, for New York, arrived heres today short of coal. She had a very rough passage.

Dec. 28.—At New York—Saxonia, from
Liverpool; Zeeland, from Antwerp; Belgravia, from Hamburg. The Belgravia, which had 1,344 steerage passengers on board, was detained at Quarantine be-cause of one case of smallpox. The patient was sent to North Brothers Island, and about 60 other passengers, who occupied the same compartment in he steerage, were sent to Hoffman Island or observation.

At Boston—Columbia, from London,
At Liverpool—Bovic, from New York;
Lancastrian, from New York.

At Queenstown—Ivernia, from Boston.
Agt London—Minnetonka, from New Copenhagen-Norge, from New York. Antwerp-Vaderland, from New York.

PASSED 15 WORMS. -- I gave Dr. Low's Worm Syrup to my little girl, sent from Cairo to Mecca annually, two and one-half years old; the result with a military escort. Dectors will was that she passed afteen round travel with the pilotine.

Dr. Wood's



Norway Pine Syrup Cures Coughs, Colds, Bronchitis. Hoarseness, Croup, Asthma,

Pain or Tightness in the Chest, Etc. It stops that tickling in the throat, is pleasant to take and soothing and healing to the lungs. Mr. E. Bishop Brand, the we'l-known Galt gardener, writes:-I had a very severe attack of sore throat and tightness in the chest. Some times when I wanted to cough and could not I would almost choke to death. My wife got me a bottle of DR. WOOD'S NORWAY PINE SYRUP, and to my surprise I found speedy relief. I would not be without it if it cost \$1.00 a bottle, and I can recommend it to everyone

Letters to the Editor.

Price 25 Cents.

DR. MOORHOUSE'S REPLY TO MAYOR BECK'S JUNIOR ORGAN To the Editor of The Advertiser:

The following has been handed to the News for publication:
To the Editor of the London News: Dear Sir,—Referring to your editorial, "An Efficient Hospital," in yesterday's issue, allow me a short space in reply. You point in commendable terms to the work of Victoria Hospital and its staff in attending to the injured on the night of the accident. To that I take no exception, but when you magnify the occasion as one which imposed upon the hospital and its staff 'a stern task," and make the acconplishment of that task an achievement so stupendous as to justify in itself the three-fold expenditure incurred in the present maintenance of Victoria Hospital, then I feel that such representations should not go abroad unchallenged. Be it far from me to belittle the service of the hospital on this unfortunate occasion, but any glorification of the institution for doing simply what any ordinary hospital would have done equally well, it appears to me is a lame apology for increasing the current annual expenditure from \$6,000 under the old regime, to \$18,000 under the new management To say that the old hospital would have been unequal to such a task as fell to the new one the other night belies its history and past experience, to go no

London, Dec. 30, 1902. Coal \$9 in Hamilton.

farther back than the calamitous dis-

aster at the city hall four years ago.

Thanking you in advance for the in-

sertion of this comment, I am yours

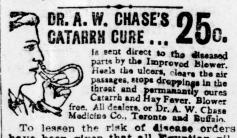
truly.

Hamilton, Dec. 29.-The price of hard coal has advanced to \$9 a ton in this

W. H. MOORHOUSE.

Dean of the Medical College.

city. Windsor, Ont., Dec. 29.-The novel sight of loaded coal wagons passing through the streets of Windsor on Sunday, was witnessed yesterday. A consignment of nine carloads of hard coal arrived, and as there is much suffering among some residents of Windsor, Magistrate Bartiett granted permission to coal men to deliver it on Sunday.



have been given that all Egyptian pilgrims going to Mecca next year must accompany the holy carpet, which is

Coughs Probably you know of cough medicines that relieve little coughs, all coughs, except deep ones! The medicine that cures the worst of deep coughs is Ayer's Cherry Pectoral. In use 60 years. J. C. Ayer Oc., Lowell, Mess.