40TH YEAR, NO. 388.

LONDON, ONTARIO, MONDAY, DECEMBER 29, 1902.

WHOLE NO. 16779

TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT; PNEUMONIA THREATENS NUMBERS OF THE INJURED

Danger to People in the Hospital Now Is Not So Much From Their Wounds as From the Results of Exposure---Superintendent Costello, of the Grand Trunk, Tells Interesting Story of the Accident and of the Work Done After It---Agent Carson, of Watford, Is Blamed for Causing It---Why Did He Not Deliver an Order He Received to Have Trains Cross at Wanstead?---His Explanation of Why He Kept It---Railroad Authorities Do Not Understand His Failure to Do So---Full List of the Dead and Injured---Awful Situation of Passengers in First Day Coach---Newest Details of the Wreck.

which 28 fatalities are accounted for, was handed out at 5 p.m. on Sunday by the G. T. R. officials:

...... MR. ALEXANDER STEWART, PETROLEA.

MRS. ALEXANDER STEW-ART, PETROLEA. MR. A. RICKETTS, SARNIA (fireman on train No. 5).

MR. J. GILLIES, SARNIA (engineer on extra 773). MISS ELLEN TROTTER, PE-

TROLEA. MR. H. P. LAWRENCE, WAT-FORD. MR. THOMAS KELLEY,

STOUFFVILE. MR. NICHOLAS JEFFREY, LONDON. MR. CLEM BODLEY, PORT

HURON, MICH. GUY DE PENCIER, LA-CROSSE, WASH. MR. PENWARDEN,

RAPIDS, MICH. BS PENWARDEN RAPIDS, MICH.

J. H. BROCK, CHICAGO. O. B. BURWELL, PORT HU-RON, MICH.

WILSON MORTON, CHICAGO. ALEX CAMERON, STRATH-

MISS NELLIE GEDDES, SAR-NIA. ED DE BEAUS, PRESCOTT,

MRS. J. BODLEY, PORT HU-RON. MICH. MISS LOTTIE LYNCH, PORT HURON, MICH.

GEORGE BURKHOLDER, SARNIA. A. DOUGLAS, ALVINSTON.

J. H. LUCAS, SARNIA. ROBERT STEPHENSON, WY-OMING.

MISS VIOLET BROCK, CHI-CAGO. MRS. J. BARNES, WOOD-STOCK.

D. SOUTHERN, GEORGE LOCKPORT, N. Y. MISS TOINI BAANANEN, FINLANDER, EN ROUTE TO DULUTH.

************** The awful accident on the G. T. R. has had the result of making this city

Pime Received

The following official list of dead, in | ters here than at the scene of the | level of the top of the seats. Most of wreck itself. There the only thing to be seen is the debris of the shattered around the head and upper portions coaches and the two helpless engines lying one upon the other. London, however, holds all but a few of the wounded, while the dead were also brought here for identification and preparation for burial. Here, too, are to be found the officials of the railroad, to whom the disaster brings a legion of responsibilities and duties. Every incoming and outgoing train bears its quota of sorrowing relatives of the dead or anxious friends of the injured, while since Saturday night hardly a passenger train has departed whose baggage coach did not hold one or the wreck. London has been the Mecca for fully a score of newspaper writers London their headquarters for the sending of their reports. Today, however, the scene of greatest interest shifts to Wyoming, where the coroner's inquest opened before Dr. A. E. Har-

vey, whose nephew was among those seriously injured. Some of the fatalities were particularly sad because of their attendant circumstances. Two of the victims were returning from the funerals of near relatives, O. B. Burwell, of Sarnia, having just buried his brother, the late Beverley Burwell, of this city, at the Burwell family cemetery, near Mount Brydges, while Miss Eliza Trotter was going to her home with her married sister in Petrolea, after being present at her father's burial in Kingston. The case of Guy de Pencier, of Lacrosse, Wash., was also a singular one. In the same hour that he met his death, the Boake Manufacturing Company's mill at Toronto, in which Mr. de Pencier's immediate relatives own a half interest, was being devasted by fire, with a resulting loss of \$20,000. Sad as these circumstances appear, they are perhaps no more pitiful than are the deaths of those who were journeying home with pleasant recollections of a merry holiday spent with friends. Most of the travelers were on their way home from Christmas visits.

The local doctors are commenting upon the curious fact that not a single amputation was found necessary among the score and a half of injured patients at the hospital. There was not even a finger or a toe to be cut off. at Wanstead. 40 miles west of London, This is explained by the fact that most of the deaths and injuries were the center of a larger share of public | due to the impact of the baggage coach ! attention than has been the case for floor, which was driven almost the In the mear e, Andrew Carson, agent many years. Even more interest cen- length of the day coach just above the at Watfor

GRAND TRUNK RAILWAY SYSTEM

TELEGRAPHIC TRAIN ORDER No 93

From London 12/26

773 will mest at Wanstead

CONDUCTOR AND ENGINEER MU T EACH HAVE A COPY OF THIS CROER.

the passengers were therefore struck

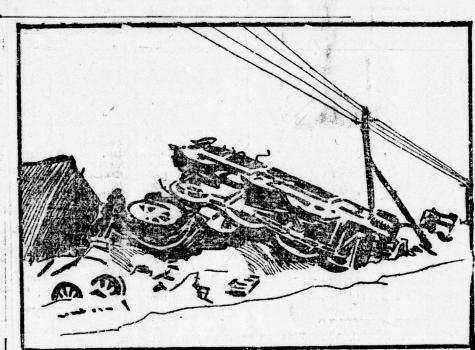
of the body. The body of A. W. Ricketts, Sarnia, fireman of the Pacific Express, was the last to be recovered from the o'clock on Sunday morning. The body was not so badly mangled as was expected, the worst injury being the loss of the arm, which was discovered on Saturday morning in the snow on the south side of the track, while the body lay beneath the two engines on the north side. The arm, which was frozen stiff, was recognized as Ricketts' on account of the heavy leather workmore caskets containing victims of ing glove upon the hand. Ricketts' body was first placed in a section house, and later taken on an auxiliary and illustrators, who after paying a engine to Wyoming where it was previsit to the scene of the wreck, make pared for burial. It was left at Wyoming until this morning, when it



was viewed by the coroner's jury, after which it was taken to Sarnia for interment. Ricketts was an Englishman and had no relatives in Canada. The explanation of how the acc

occurred will ome out at the inc

H. P. LAWRENCE, OF WATFORD. Well-known Lumberman, Who Was Killed.



THE TELESCOPED CARS.

were the dead and injured.

into the day coach,

The passenger coach in which

O The baggage car which telescoped

orders which have been canceled by

the message, "Order No. - is annul-

led." The only reason for Carson failing

to deliver the first order, authorizing

the train to meet at Wanstead, would

have been the receipt of a message,

It is understood that in all the mes-

sages that Carson has received during

case in this instance. Also it is the

"Order No. 93 is annulled."

He did not get such a message

Picture from photograph, showing position of the wrecked engines.

for the whole dreadful affair is placed upon him. It is claimed that the cause of the accident was that Carson did not deliver an order which he received from Dispatcher Kerr, of this city, and which was not subsequently canceled. It is understood that Kerr issued an order to both Wyomin , for the freight, and to Watford, for the express. This

"For Wyoming, Watford, to conductor and engineer, extra 773, to Conductor and engineer, No. 5: No. 5, engine 980, and extra east, engine 773

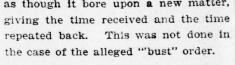
order, No. 93, which is copied here.

will meet at Wanstead." This was received by Carson at 9:48 and "O. K.'d" by him. If it had been delivered to Conductor McAuliffe, of No. 5, he, too, would have signed for having received it. It was not signed

by McAuliffe. It is understood that as the freight did not seem to be making the time expected of it, it was thought advisable subsequently to hold it at Wyoming, so as not to delay the express. It is believed that he called up the agent at Wyoming to tell him to hold the extra there. When Wyoming answered the freight had gone on and the order above quoted had been delivered. It is understood that Dis- the past year, all of which have been patcher Kerr then called up Watford examined, every cancelling order is to stop the express, but when Wat- worded accorded to the prescribed forford replied the express had gone past, mula. None are worded in the irrebut the order quoted had not been de- | gular way which he claims was the

livered. It is believed that as soon as this was rule, not only to write across the anknown, both Kerr and Carson tried to nulled order, the word "annulled," ENGINEER GILLIES, OF SARNIA, eatch the agent at Kingscourt June- showing that it was canceled, but to Engineer of the Freight, Who Stuck to tion, the former on the regular line, record it separately and repeat it back and the latter on the commercial line. They did not get him before No. 5 had passed. The Wanstead man was not supposed to be on duty, but it was thought that he might be at the station. He was not there, but was at his house and saw the two trains crash together. When he rushed over to the station he found the London office call-

It cannot be understood how it was that Carson failed to deliver this order. He claims that after receiving it he got another order telling him to "bust" it, and upon the order which he received, the word "busted" is written. The G. T. R. authoritic here say that such an order as this was not issued. There is no trace of it in the London office, while all other orders sent out are recorded. Even if it were sent out, if it had been received by Carson, it | would have been a violation of one of the strictest rules in the service for him to have been influenced by it. "Form L" of the company's rules declares than an agent is to cancel only



DANGER OF PNEUMONIA.

Doctors Fear Result of Exposure Even More Than Bodily Injuries.

The full effects of the accident upon the injured now in Victoria Hospital cannot yet be determined. They all suffered exposure while in a weakened condition. A cold wind was blowing, and it was snowing heavily. Under ordinary circumstances and in cases of men having all their strength to support them, such exposure would almost inevitably have resulted in pneumonia. This is what is feared, and if it develops it will go very hard with numbers of those now at the hospital. As far as their surgical injuries are concerned, they are all doing as well as possible, but the danger is yet to come.

A doctor who was on the auxiliary, speaking of this phase of the situation to The Advertiser said that it could not be determined for a few days after such an experience what would be the result. It would take some time for the pneumonia to develop. He said that it has frequently happened that patients have gone to the hospital. seemingly not suffering from very severe injuries, but in some hours pneumonia has set in, with dire results. The case then becomes very grave,

and it is feared that this will be a serious feature at this time. Even yesterday some of the patients

were showing signs of pneumonia, This physician said that he was greatly afraid that this would have very ser-

The patients this morning were all reported to be doing nicely. They had all rested fairly well, and most of



His Post and Was Killed.

as though it bore upon a new matter, The following is a complete list of the injured:

> A. M. STEWART, WINGHAM. ROBERT JACKSON, PE-

> *****************************

- TROLEA. MAMIE MORSE, SARNIA. THOMAS COOTE, CHICAGO.
- MRS. THOMAS COOTE, CHI CAGO. JAMES A. RAMPLIN, TO RONTO.
- MRS. J. M. STEWART. OSH-KOSH, WIS.
- EARL STEWART, OSHKOSH,
- HOBART STEWART, OSH-KOSH, WIS. JAMES BARNES, WOOD-
- STOCK. JOHN BIRD, CHICAGO. JOHN J. CUTHBERTSON.
- PORT HURON. MRS. JOHN J. CUTHBERT-SON, PORT HURON. MISS FLOSSIE CUTHBERT SON, PORT HURON.

J. A. LAMONT, WYOMING.

- JAMES NORTHEY, YOUNG'S POINT, ONT. MRS. HATTIE NORTHEY,
- YOUNG'S POINT, ONT. RUSSELL QUINN, CHICAGO. DR. BASIL HARVEY, CHI-
- CAGO. MRS. SAMUEL CUMMINGS, PORT HURON GEORGE STACEY, WAN-
- STEAD. MISS GOTT, STRATHROY. MRS. W. GOTT, STRATHROY. J. W. SHOWLER, STRATH-
- W. H. COLE, FLINT, MICH. MRS. W. H. COLE, FLINT, MICH. R. K. McDONALD, STRATH-
- MRS. J. N. BYRNES, SARNIA. A. SINCLAIR, KOMOKA. MRS. PUGSLEY, LONDON.

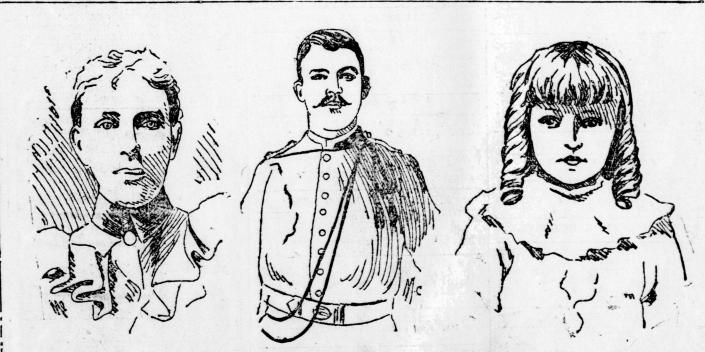
them had enjoyed refreshing sleep. Those who were most seriously injured were slightly worse last night, but rallied again this morning.

No one can say what the final result will be, but the doctors look very grave indeed when speaking of what may happen when the full effect of the exposure becomes apparent.

CONDITION OF INJURED.

Several Are in Unsatisfactory State-Others Doing Well.

A. M. Stewart, of Wingham, who was slightly injured, his face being cut, is still at the hospital, but probably will not have to stay long. His injuries are painful, but not danger-Robert Jackson, a Petrolea man, had



THREE GENERATIONS BEREFT.

Mrs. Edward Bodiey, of Port Huron; her son, Clement Bodley, a Cuban war veteran, and her granddaughter, Lottie Lynch.

Gone Up in Smoke.

Births, Marriage, s Deaths.

BORN.

KEENLEYSIDE-At Vancouver, B.C., to Mr. and Mrs. Ellis W. Keenleyside, a

DIED. JEFFREY-Killed in the railway accident

at Wanstead, on Dec. 28, 1902, Nicholas Jeffrey, of London. Funeral private. Please omit flow-JOHNS-In this city, on Dec. 28, 1902,

Gertrude, the beloved wife of Solomon Johns, aged 78 years. Funeral from her daughter's residence (Mrs. Edward Clement), 152 Duchess avenue, on Tuesday, Dec. 30, at 3:30 p.m.; service at 3 p.m.

Woodstock papers please copy. LANE-On Dec. 28, 1902, in North Dor-chester, Flora, wife of James H. Lane,

aged 38 years. The funeral will take place from her late residence on Tuesday at 2:30 p.m.; service at the house at 2 p.m. Friends will please accept this intimation.

AMUSEMENTS, LECTURES, ETC.

Grand - DEC. 31, Matince and Evening.

CARNIVAL **Musical Romances**

POPULAR PRICES. Box of Bon-Bons will be

given each boy or girl presenting a 25c ticket at matinee, Wednesday. PRICES-15c, 25c, 35c and 50c. Box office open Monday at 9 a.m. b

PRINCESS

Band Tuesday and Saturday nights, New Year's afternoon and evening. Sea-son books at office. Boxes and skates to

GRAND---TONIGHT. SEARCHLIGHTS

OF A GREAT CITY. Popular prices, 15c, 25c, 35c and 59c. Tomorrow Evening.

SIR ARTHUR SULLIVAN'S LAST

THE EMERALD ISLE

WITH JEFFERSON DE ANGELIS AND ORIGINAL NEW YORK CAST. Seats now selling, 25c, 50c, 75c, \$1, \$1 50. Coming New Year's Day.

THE LATEST MUSICAL EXTRAVA-

THE SMART SET IN ENCHANTMENT. Seat sale tomorrow, 25e, 35c, 50c, 75c. LONDON --- Tonight

MARKS BROS.

"THE PRIDE OF THE ARMY."

NEW YEAR'S DAY SEATS ON SALE Prices, 10c, 15c and 25c.

KENWICK QUARTET AT ATHLETIC GRAND MILITARY ATHLETIC ENTERTAINMENT—Under the auspices 7th Fusiliers, Auditorium, Dec. 31. Plan opens Dec. 29, at Nordheimer's. An evening of clean, manly sports. 74tf

WESTMINSTER RINK-BAND TO-NIGHT. Ice in grand condition. Open

every afternoon. THE KING STREET PRESBYTERIAN Sunday school will hold their annual entertainment on Tuesday, Dec. 30. Good programme and Christmas tree. Tea served for children from 6 to 7:30 p.m.

Single tickets, 15c; double, 25c. DANCING-NEW CLASSES FOR BE-GINNERS open as follows: Gentlemen, Monday evening, Jan. 5; ladies, Tuesday evening Jan. 6; children, Saturday afternoen, Jan. 10. Dayton & McCormick.

ORIGINAL LONDON HARFERS-Music furnished for all occasions. Tony Cortese, 380 Richmond street. 'Phone 1:570.

PRIVATE LESSONS IN DANCING B.
R. B. Millard, 345 Princess avenue.
Season opens Oct. 1. Special attention

given to waltz and two-step. Lessons MEETINGS.

MEMBERS OF MYRTLE LODGE, K. of P., are requested to attend meeting on Tuesday night, Dec. 30. Election of officers and degrees. T. D. Pinkney,

INSTALLATION OF OFFICERS OF the Masonic Lodges of the city, at Masonic Temple on Monday evening, 29th inst., at 8 o'clock, Right Worship-ful Bro. E. T. Esery, D.D.G.M., will act as installing officer. M. D. Dawson, secretary.

MALE HELP WANTED.

WANTED-YOUNG MAN AS PORTER. Apply City Hotel.

A FEW RESPECTABLE BOYS WANT-ED as messengers; good wages. Apply C. P. R. telegraph office, Masonic Temple.

A GOOD GENERAL BLACKSMITH wanted at once for country shop; stead job. Apply C. Dresser, Scottsville. 74tf

FEMALE HELP WANTED.

WANTED-PASTRY COOK AND KIT-HEN girl; liberal wages. Apply City lotel. 79h

GENERAL SERVANT WANTED. AP-PLY Oriental Hotel, 400 Clarence street

WANTED-A GOOD GENERAL SER-VANT, for a family of three; no washing. Apply to Mrs. W. F. Bullen, 533 Queen's avenue, corner William street.

GENERAL SERVANT WANTED. PLY between 6 and 8 p.m., 360 Water-77tf

AGENTS WANTED.

AGENTS WANTED WHO WISH TO handle good, reliable articles, and who do not care for cheap trash. Our men have permanent positions and regular customers. Cooper, 332-6 Clarence street, London.

DRESS CUTTING SCHOOL

LEARN CUTTING, GRADING AND designing costumes. Lessons daily. Satisfaction guaranteed. We purpose starting lessons in dressmaking. Ladies uition call or write

School, 2331 Dundas street. London.

BUSINESS CHANCES.

FOR SALE-HOTEL PROPERTY AND stable, in neighboring city. Apply to Box 380, London P. O. 61tf-zxt 29tf

MISCELLANEOUS.

HAIR GOODS-NOTHING MORE AP-PROPRIATE for Christmas gift than a switch, pompadour, wig, or hair orna-ment. Miller's Hair Store, 223 Dundas

A Standard Piano at Half the Wholesale Price.

We have a beautiful

CHICKERING SOUARE PIANO

which originally sold for \$600. We offer it now for

\$150.00. Terms-\$10.00 Cash, and

\$6.00 per month.

NORDHEIMER'S,

188 Dundas St. 62 Years Established.

REAL ESTATE.

NOTICE-LOTS ON THE OLIVER SUR-VEY will be advanced in price on the 15th of January, 1963. Get your choice now, as there are only a few left. Easy terms. J. F. Sangster, 112 Masonic

ARTICLES FOR SALE.

ONE WEEK ONLY-MEN'S \$2 25 FINE fur felt hats for \$1 50; \$1 75 hats for \$1 25. J. H. Cunningham, 662 Dundas street. WE HAVE MADE ARRANGEMENTS for a choice supply of geese and turkeys, specially fed for the Christmas trade. Buy your Christmas poultry from us, and you will be sure to be pleased. T. A. Faulds, 13 Market House.

zxv BOOKS, PAPERS, MAGAZINES, FROM any place on earth. Red Star News Company, Market Lane.

FOR SALE—THREE GOOD PRACTICE pianos, \$35, \$45 and \$50, payable \$2 per month, guaranteed. Organs for \$10 and \$20, payable \$2 per month. Heintzman & Co., 217 Dundas, corner Clarence. \$9 00 CARD TABLE, WITH FOUR

draws, cabriole legs and highly polished, for \$5, at Keene Bros., 125 and 127 GREEN & CO. HAVE ON HAND GOOD supply of best quality soft coal for domestic purposes. Good dry wood in 12 and 16-inch blocks, or split. Green

& Co., Maitland street and Grand Tank Railway. 'Phone 1,391. SKATES HOLLOW-GROUND AT 10c A pair. D. McKenzie & Co., 298 Richmond street.

GREEN'S LOTION - GUARANTEED cure (or money refunded) for all sores and ulcerated wounds on limbs at body, running sores of long standing, etc. Price, \$1 per bettle. William Green, horse trainer, Queen's Hotel, London,

FOR SALE-LARGE IRON SAFE; CON-TAINS private drawers and lots of room for large books. Apply Advertiser office. 35tf

Ranges of all kinds for wood and coal; second-hand furniture; cheap; at F. Keene's, 141 King street.

ALL KINDS OF WOOD AND SOFT coal. Wm. Buchanan, 623 Colbeine street.

ORDERS FOR HARD AND SOFT wood received. Order ahead, Leading East End wood yard, D. H. Gillies & Co. 'Phone 1,312.

HOTEL CARDS.

ROYAL HOTEL-OPPOSITE G. T. R. depot. Central location. First-class in every respect. Louis Risk, proprietor. THE ST. LAWRENCE HO' EL. MON-TREAL—Centrally located and first-class in every respect. H. Hogan, pro-

OFFICE HOTEL AND RESTAURANT-Excellent lunch counter, only one in city. W. J. Wright, proprietor.

WOLVERTON & BENTLEY, DEN-TISTS, 216 Dundas street, next Edy Bros., over Cairncross & Lawrence, druggists. Telephone 228.

DENTAL CARDS.

DR. WESTLAND, DENTIST, CHICAGO, post-graduate in Crown, Bridge and Porcelain work. Philadelphia post-graduate, Porcelain. Masonic Temple,

DR. G. H. KENNEDY. DENTIST—Successor to the late Dr. Davis. Special ty, preservation of natural teeth. 173 Dundas street 'Phone 976.

LOST AND FOUND. LOST - A SILVER AND PEARL handled umbrella; liberal reward. Return to 242 Dundas street.

LOST-BETWEEN QUEEN'S AVENUE and G. T. R. station, parcel in shawl-strap. Kindly return to Advertiser office. Reward. 78u

ON DUNDAS STREET-PAIR LOST.

black kid mitts. Please leave at this office. 78c STRAYED ON TO THE PREMISES OF Joseph Dawson, lot 13, con. 2, West Nissouri—One Berkshire sow. Owner can have same by proving property and paying expenses. Joseph Dawson.

LOST, THURSDAY NIGHT-LADY'S

gold watch, at or between Westminster rink and 2551/2 Thames street. Reward on returning to above.

ON THURSDAY-A GOLD crescent pin, set with pearls. Reward on return to this office. 77c TUESDAY - SILVER CHAIN LOST.

bracelet. Reward on leaving at Advertiser office, TEACHERS WANTED.

TEACHER WANTED—NORMAL PRE-FERRED, for S. S. No. 17, North Dor-chester. State salary and experience, with qualification. Apply J. J. McCal-lum, secretary-treasurer, Gladstone P.

WANTED.

WANTED-FIFTY QUARTS MILK PER Address Box 72, Advertiser. 78c

WANTED-CITY LOAN COMPANIES' stocks. John Wright, stock broker, London.

HOUSES, ETC., TO LET.

TO LET-NO. 79 CLARENCE STREET; comfortable cottage. Rent, \$7, including water rate. London Soap Company. 73tf

TO LET-UNION FURNITURE VAN-Furniture' carefully handled. John Biggs, Cathcart and Bruce, South Lon-don, late of London Furniture Com-pany. 'Phone 310.

COMFORTABLE SIX-ROOM COTTAGE to let, No. 1 Nelson street. Apply 500 King. 32tf

The tinned beef from this country condemned in South Africa will probably form the subject of an official inquiry at Ottawa.

Infants too young to take medicine may be cured of croup, whooping cough and colds by using Vapo-Cresolene—they breathe it.

A Strong New York, Dec. 29.—A fire in the five-tory factory of the Standard Rock andy Company in Brooklyn, on Saturstory factory of the Standard Rock Candy Company in Brooklyn, on Satur-day afternoon caused damage to the amount of \$100,000. The 250 employes who were in the building when the fire was discovered escaped; it is believed, without **Favorite**

There is no candidate in the field injury.
Littleton, N. H., Dec. 29.—Dow Academy, at Franconia, wa's burned Saturday night. Mr. Dow presented the academy to the town 25 years ago, and at his death in 1886 he left it \$60,000. for public favor that has so strong a hold on the household interests of London as Hazeline. This dainty toilet luxury is the most elegant preparation known for general use The Commercial Travelers. Toronto, Dec. 26.—At the annual convention of the Commercial Travelers' Association of Canada, in St. George's Hall, over 200 members were in attendance. The report of the board of directors said among other things that the continued increase in the membership of the association could be accepted as an evidence of the growing prosperity of the mercantile and manufacturing interests of Canada, and "is a matter of much significance, not altogether in its literal meaning and intention, but as suggesting a pride in our country and confidence in its national future." The membership on Nov. 30 was 5,857, being 371 over last year. The financial statement shows a balance to the permanent reserve fund of \$22,-076 68. The mortuary benefits were \$242,-152. J. C. Black is treasurer and James Sargant secretary of the association. Toronto, Dec. 26 .- At the annual conupon the face and hands, Hazeline keeps the cuticle soft, pliant and velvety; cures redness, roughness and any irritation of the skin;

Calendar Free With Every

removes sunburn, tan, freckles,

wrinkles, etc. A matchless prepara-

tion for the complexion. Only 25

CAIRNCROSS & LAWRENCE, Chemists and Druggists,

Purchase.

152. J. C. Black is treasurer and James Sargant secretary of the association. 216 Dundas St., corner Park Ave. NOW TWENTY-EIGHT TOTAL NUMBER OF DEAD

amount to very much. After his cuts were dressed and he rested for awhile.

he returned to Woodstock.

Wm. Morse, of Sarnia, was very painfully injured. His arm is fractured, his chest injured, and his face and head cut, He is resting nicely at the hospital and is doing very well. Frederick E. Baker, of Ridout street south, is quite seriously injured, and his condition is more unsatisfactory than his physicians would hope for. When he was first examined, it was found that his head was dislocated, and his face and leg were badly lac-erated. At the hospital he complained



Able G. T. R. Official, Who Was on Express and Directed Relief

Work. have since become worse. His collarbone, also, has been found to be broken. He is one of the number considered seriously injured.

Thomas Coote, who, with his wife, was visiting his sister near Mount Pleasant Cemetery, here, was bruised about the hip. He was able, with a Byrnes, of Sarnia; A. Sinclair, of Ko-

little assistance, to walk from the car when the train stopped at South street, near the hospital. He has rested well will be able to leave the hospital almost immediately. James A. Rampiin, of Toronto, was bruised and badly shaken by the shock. He has done very well since being taken to the hospital, and is on the

fair way to complete recovery. Earl Stewart, the 10-year-old child, of Oshkosh, who was supposed to have a broken hip, was not so dangerously injured. The hip was only bruised, and the child is now getting along very nicely and promises to do well. Hobart Stewart, the 6-year-old brother, was less fortunate. He was operated upon at the hospital for a compound fracture of the forearm. Both bones of the forearm were broken. His collarbone was reported, upon the first examination, to be broken, but this was wrong. His mouth, just within

the lower lip, was badly torn.
John Bird, of Canal street, Chicago, one of the worst injured at the hospital. His arm was fractured, back injured, his scalp torn and he suffered severe lacerations. He was operated upon. Saturday night his condition was considered very serious, but yesterday he was better.

John J. Cuthbertson, of Port Huron. is very badly injured, but not dangerously. His upper jaw is fractured, his knee broken and he is very painfully bruised and lacerated. He was operated upon for the fracture of the jaw and has since been resting nicely.

J. A. Lamont, of Wyoming, whose leg was fractured, was also badly cut. He is one of the number now doing ery well. James Northey's condition is also very favorable. He suffered severe lacerations of the head, face and

shoulder, but has rested well and is n fair shape. Russell Quinn, of Chicago, had been at Oakville, visiting his brother, who was one of the sufferers by the failure of the Oakville bank. Both his hands were badly bruised, his scalp was wounded, and he suffered greatly from shock. He was one who was exposed to cold and suffered from it. His right hand was frozen. James Barnes, of Woodstock, whose wife was killed, was one of the most seriously injured. His condition is causing the gravest anxiety, His leg was injured, but the danger exists in the condition of his back. He does not that his wife was killed.

Dr. Basil Harvey is doing rather

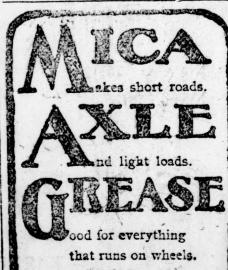
head. Dr. Harvey is lecturer on anat-

omy at the University of Chicago. He

and from

He is suffering from bruises,

lacerated wounds on the



Sold Evgrywhere,

Made by IMPERIAL OIL CO.

Continued from page 1. been visiting at Woodstock, and was returning home. He was cut about the face, but his injuries did not uncle, Dr. Harvey, who lives close to roy and was on his way to visit his uncle, Dr. Harvey, who lives close to the scene of the wreck. The uncle was one of the first physicians on hand after the accident. He did not know that his nephew was going to visit him, but found him among the

injured when attending them.
Mrs. J. J. Cuthbertson, of Port Hu ron, is suffering from wounds on the head and face. She is now doing well. Mrs. Thomas Coote, of Chicago, whose husband was slightly injured, is very gravely ill. At first it was that she was only bruised. On the train she complained only of pains in the leg, but it is feared that she is seriously injured internally. Her condi-

tion is serious. Mrs. Samuel Cummings, of Port Huron, is doing well. She is suffering from cuts upon the face and head. Mrs. J. M. Stewart was one of the worst sufferers. She is from Oshkosh, Wis., and was traveling with her two children, both of whom were injured. Her jaw was fractured, and she was badly cut. Mrs. Stewart was operated upon. She is seriously injured. Mrs. Hattie Northey, of Youngspoint, Ont., is doing very well at the

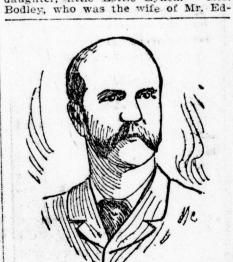
hospital. She did not suffer any fractures, only bruises. Miss Flossie Cuthbertson, of Port Huron, was traveling with her parents, both of whom were injured. When first taken to the hospital, it was thought that she was only bruised. Her arm is very sore and she has not improved any. Her condition is unsat-

Mamie Morse, of Sarnia, is doing very well. She suffered a fracture of the leg near the ankle. George Stacey, of Wanstead, was returning from Buffalo to Wanstead. The express does not stop at Wanstead. and he intended going on to Wyoming and then coming back. He was badly bruised and cut, and his left arm was injured, but he is now doing well. The above are all the injured, with the exception of a few whose injuries were extremely light. These were Mrs. W. Gott and daughter, of Strathroy; J. W. Shawloer, of Strathroy; W. H. Cole, and Mrs. Cole, of Flint, Mich.; R. K. McDonald, of Strathroy; Mrs. I. N.

moka, and Mrs. Pugsley, of London

THOSE WHO WERE KILLED. Particulars About Victims of Accident Who Are Among the Dead.

One of the saddest features of the death list was the bereavement of three generations of one family, in the persons of Mrs. Charlotte Bodley, her son, Clement Bodley, and her grand-daughter, little Lottie Lynch. Mrs.



I. B EURWELL, OF SARNIA, Member of a Well-Known London

Family, Who Was Killed. ward Bodley, of Port Huron, was well known in London, having been a resi-Clement was born here 34 years ago, and went to Sarnia with his mother when a boy. He was a painter by killing. trade, but had seen military service. After serving for three years in the United States artillery service, he received his honorable discharge. Soon after, on the outbreak of the Cuban war, he enlisted in the volunteers, and served through the campaign without a scratch, and with considerable distinction. This was his first visit to London in thirteen years. Lynch, the third member of the family to meet death, was one of the two daughters of Thomas and Emma Lynch, of Port Huron, the latter being a daughter of Mrs. Bodley. Mrs. Bodley and her son were dead when taken out of the wreck, but little Lottie lived until Saturday afternoon. At the time of the accident they were going home after a Christmas visit to Mrs. William Dwyer, of 131 Ann street, London. Mrs. Bodley leaves one other son and daughter, Frank and Bessie. The three bodies were taken to Port Huron yesterday.

WILSON MORTON, OF CHICAGO. Wilson Morton, of Chicago, was the head of the Morton Company, Limited. manufacturers of counter checkbooks and office supplies. He had a branch business in Toronto, at 46-48 Richmond street west, and had been there on a business trip. He left Toronto Wednesday, spent Christmas with Hamilton friends, and was on his way to Chicago on the ill-fated train. Mr. leaves a wife and two children, a boy and a girl. W. J. Kingsford, manager of Mr. Morton's Toronto business, came to London to identify the body, and made arrangements for sending it to Chicago. Mr. Morton was a Canadian and a former Torontonian. He was an active political friend of the late Sir John A. Macdonald, and took Morton, who was 55 years of age,

新村田南

THE WEATHER TODAY-Milder, with light falls of snow or rain.

Big Clearing Event---End of the Year Bargains in Millinery Department.

Three more days and we write 1903. Commencing Monday morning we will start an End-of-the-Year sale, when we will offer many astounding bargains in Millinery section. We want everybody in need of such things as

we offer to come right along without hesitation, as the person who hesitates is lost-in this case to the biggest and most convincing millinery bargains of the season.

WE HAVE A NAME FOR DOING ALL WE SAY.

In addition to a splendid assortment of Ladies' Velvet Trimmed Hats, a table of Colored Trimmed Hats, and a table of Trimmed Felt Hats, we will dispose of a lot of Children's Bonnets at bargain

TWO TABLES COLORED VELVET TRIMMED HATS.

Worth \$6 for \$4; worth \$8.15 for \$4.50; worth \$8.80 for \$5; worth \$9.45 for \$5.50; worth \$10.25 for \$5.50; worth \$9.65 for \$6; worth \$11.40 for \$6.50; worth \$10.20 for \$7.50. Many others in the lot at proportionate reductions.

ONE TABLE FELT HATS AT FROM \$1.50 TO \$3.50. None worth less than \$2.50 each, and they go up to \$6.15. This is a great bargain. Buy a good

\$1.25 TO \$2.25 COLORED UNTRIMMED HATS NOW AT 50c. There are but 37 of them. They're well worth the regular prices-\$1.25 to \$2.25-but they all

go to clear before January 1st.

\$2 TO \$2.75 CHILDREN'S COLORED BONNETS AT \$1.

One table Children's Bonnets, in Cream, Cardinal, Navy and Brown. None of them worth less than \$2, and some as high as \$2.75. Your choice of the lot for only \$1.

\$1.25 TO \$1.50 COLORED POM-POMS SELLING AT 50c. A few colored Pom-Poms (all we have) in Brown, Fawn and Rose Shades. These are our regular \$1.25 and \$1.50 goods. Choice of the lot at only 50c. Come early for these.

A lot of Children's Toboggan Caps in White, Navy, Cardinal, very

These bargains are the kind you will appreciate-are the kind you are looking for.

You must come early to get them. SMALLMAN @ INGRAM.

149, 151 and 153 DUNDAS STREET.

1891, just previous to Sir John's death. He was also prominent in the Orange

serviceable Hat at a low price while you can.

GUY DE PENCIER.

Order.

Guy de Pencier, of La Crosse, Wash., was born in Carleton County, Ontario, 45 years ago. He went to Washington Territory and resided for twenty years at Colfax, later removing in La Crosse, where he owned a ranch. He left home on Nov. 30, and came east on a visit to his mother and other friends in Toronto, Ottawa, Athens and other places. He left Toronto on Friday night on his way home. His death was only one of two misfortunes which overtook his family on Friday night, as at the hour of his death a large manufactory owned by his relatives in Toronto was being destroyed by fire, with a heavy resulting loss. Mr. De Pencier leaves a wife and three sons, the latter aged respectively 18, 14 and 4 years. He is survived also by his mother, who resides in Toronto, his brother, Rev. A. U. de Pencier, curate of St. James' Cathedral, and his sister, Mrs. (Rev.) Clarke, Ottawa. Rev. Mr. De Pencier left with the re-

mains last night for La Crosse.

MISS TROTTER, OF PETRULEA. Miss Ellen Trotter, aged 31 years, was on her way home to Petrolea after attending the funeral of her father, the late John Trotter, at Kingston, where her widowed mother still lives. Other relatives are her brothers, Thomas, Alex and William, of Kingston, and her sisters, Misses Lizzie and Jane, of Kingston, and Mrs. George Pierce, of Petrolea, with whom she has lived for several years. The funeral dent here for many years. Her son takes place on Tuesday in Petrolea from the residence of her brother-in-

law, George Pierce, reeve of Innis-

GEORGE BURKHOLDER, SARNIA. George Burkholder, of Sarnia, has worked there as a baker for three or four years. His wife and three children, two boys and a girl, reside in Burlington, and he was on his way back to Sarnia after spending Christmas with them. He is survived by his mother, five sisters and three brothers, their names being Mrs. Nichols, of Strathroy; Mrs. Ryerson Morse, of Strathroy; Mrs. Wilmer, London; Mrs. Matthews, of Aylmer; Miss Edith, of Strathroy; Benjamin, of Goderich; James, of Sarnia, and Isaac, of Strathroy. Mr. Burkholder was 32 years of The funeral took place at Bur-

lington today.

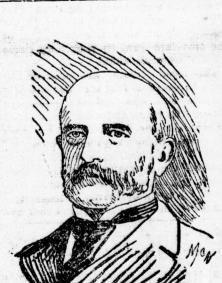
MR. AND MRS. STEWART. Mr. and Mrs. Alex. Stewart, of Petrolea, were one of the two married couples who were killed. Mr. Stewart had resided in Petrolea for about 20 years, he being engaged in the oil ousiness. He was born 42 years ago in Warwick Township, was a Conserva-tive, and a Methodist. Samuel Stewart, of Petrolea, and George Stewart,

They Take Weeks. Ordinary remedies sometimes take weeks to even relieve cases that Catarrhozone cures at once.
Inhale Catarrhozone five minutes now and again and it cures a cold.

Inhale Catarrhozone five minutes four times a day and it cures stubborn

other victims of the wreck, were returning from a Christmas visit with friends, they having spent the holiday with Mrs. Stewart's sister, Mrs. W. A. Wilson, of 234 Hyman street. were coaxed to prolong their but would not consent. Their bodies were taken to Petrolea yesterday, the G. T. R. providing a special train to take the funeral party from

Wyoming to its destination. DR. AND MRS. PENWARDEN. Dr. W. F. and Mrs. Penwarden, while visit to relatives during Christmas. They left St. Thomas for London Friday afternoon, had supper at the Te-



NICHOLAS JEFFREY, OF LONDON, The London Traveler Who Was In-

stantly Killed.

cumseh House, and boarded the train at London, intending to visit a sister of Mrs. Penwarden at Petrolea, before returning to their home. They were evidently preparing to leave the train at Wyoming just a few miles from the scene of the disaster, to make connections for Petrolea. The death of Mrs. Penwarden must have been instantaneous, as a piece of wood had entered the brain, being the only mark of any consequence on her body. Dr. Penwarden must have struggled after the crash. Both the back of his hands were blackened with bruises, evidently from beating the debris covering his body. The body was frozen, and very bad bruises and cuts were found from head to foot. The bodies were identi-fied by Dr. Kippen, of this city. Dr. Penwarden was born at Fingal and was a son of the late George Penwarden, who kept the Penwarden House, St. Thomas. While a resident of the Railroad City he was very popular.Mrs. Penwarden was a Miss McPherson, of Petrolea, and leaves two sisters, Mrs. Reeks, of St. Thomas, and Mrs. Lowrie, Petrolea. Dr. Penwarden leaves three sisters, Mrs. T. D. Finlay, St. Thomas; Mrs. D. Robb, Melbourne, and Mrs. Richard Nichol, Cornwall. Both bodies were taken to St. Thomas on

JCHNSON H. LUCAS, SARNIA. Johnson H. Lucas, of Sarnia, was a well known old employe of the G. T. R., having been bridge foreman on

Saturday evening.

a prominent part in the election of of Forest, are brothers of the dead that road for some twenty years. He man. Mrs. Stewart, like her husband, had, however, retired, and had since is a native of Warwick Township, and lived quietly in Sarnia with his family, was a Miss Alice Cox before her marwas a Miss Alice Cox before her marconsisting of his wife, one son and riage. They had no children. Mr. and two unmarred daughters. With Mrs. Mrs. Stewart, like so many of the Lucas and the two daughters he had spent a merry Christmas at the home of his third daughter and son-in-law, Mr. and Mrs. R. S. Williams, of Strathroy. Mr. Lucas took the Pacific express for home on Friday night in order to get the family residence comfortably heated for the return of the rest of the family, who were to follow the next day. On hearing of the accident, his son-in-law, Mr. Williams, knowing the seat occupied by Mr. Lucas, was convinced that the unfortunate man had been killed. After waiting vainly for authentic news from residing in Grand Rapids, Mich., were both Canadians, and had been on a train out of Strathroy, he precured the train out of Strathroy, he precured the services of an undertaker at that place and drove direct to London. He found that his fears were only too well founded, and he had to perform the melancholy duty of taking back the body of his father-in-law. face of the body had been so badly

disfigured that Mr. Lucas' old associ-

identify him, and it was only by his

clothing that Mr. Williams was con-

vinced of his identity. The deceased gentleman, who was about 60 years of

age, was a brother of the late Alonzo

ates on the road were unable

Lucas, formerly G. T. R. bridge inspector, who died on Bruce street, South London, about two years ago. H. P. LAWRENDE, OF WATFORD. Henry P. Lawrence was one of the most prominent lumber dealers in Western Ontario. He was associated in milling and shipping business with his brother, William Lawrence, of Sarnia, under the firm name of Jacob Lawrence & Sons. Born at Eglinton, near Toronto, 54 years ago, he moved west with his brother about 1870, and had been interested in business in and about Sarnia since that time. The firm owned three planing mills, including one at Watford and one at Sarnia, and when Mr. Lawrence met his death he was on his way to Sarnia to confer with his brother there. Mr. Lawrence was well known also on account of his interests in lake transportation. In politics he was a Reformer, He was a strong supporter of the Henry P. Lawrence was one of the transportation. In politics he was a Reformer, He was a strong supporter of the temperance movement, and had taken an active part in the recent campaign. He leaves a widow and three sons, all of whom live at Watford. He was a member of the Canadian Order of Foresters, and was a Methodist. The funeral takes place at Watford today.

THE LATE ENGINEER GILL

Engineer John Gillies, the driver of the freight engine, was 30 years of age, and unmarried. He was born near Lobo unmarried. He was born near Lobo Village, and leaves several relatives in that vicinity. For the past five years Mr. Gillies had lived at Sarnia, having gone there to get employment on the Grand Trunk as fireman. He was a hard worker

***** Diamond Rings

[Continued on page 5.]

Our stock of popular-priced Diamond Rings is very full for this season. We are showing many very fine combinations of Diamonds with Pearls, Rubies, Emeralds, Opals and Sapphires. Our range of Single Stone Rings, from \$15 to \$25, is very

JOHN S. BARNARD. 170 Dundas Street,

good.

LONDON.

KNEW WHERE TO TURN

Told to Try Dodd's Kidney Pills the Second Time.

after taking Dodd's Kidney Pills,"

says Mr. Burns, "until last winter I

took the Grippe, which affected my

Dodd's Kidney Pills, and I am now enjoying good health again."

lieve and cure permanently all those aches and pains resulting from dis-

McDougall has been promoted to the Til-IT IS AN ELIXIR OF LIFE.-Sinc

secretary-treasurer, Addie Kilbourne; cor-responding secretary, Austin Mair; or-ganist, Lillian Evans; assistant organist,

Sure Cure for Sick Stemach.

Such maladies as nausea, sick stomach

Hamilton's Pills don't Gripe.

and lungs from viscid phlegm, and a medicine that promotes this is the best

and lungs from viscid

Dodd's Kidney Pills never fail to re-

I took a few more boxes of

knew where to turn.

eased Kidneys.

WHISKARD'S Three Busy Stores 228, 230, 232 Dundas Street

More Days of Big Selling.

The Christmas rush is a thing of the past, but we do not relax our efforts at bargain giving. Despite the tremendous demands made upon them, the stocks of the "Three Busy Stores" still bristle with buying inducements too good to miss. We tell of many special snaps in this announcement. Scores of others just as good await you here.

Special Purchase Just In---1,000 Dozen of Ladies' and Gents' Handkerchiefs.

In stik, Swiss embroidery, hemstitched lawns, Children's Handkerchiefs, Fancy Handkerchiefs and a large assortment of all kinds. Come and see them. Beautiful Handkerchiefs, 6 for 25 cents.

Gents' large size Silk Handkerchiefs, hemstitched, initialed, good value at 50 cents; our price, 25 cents each. FINE SWISS EMBROIDERED HANDKERCHIEFS, 10c, 121/2c and

15c. See them. They are worth more money. FORTY DOZEN EMBROIDERED AND HEMSTITCHED FINE HANDKERCHIEF CENTERS; regular 15c, sale price 50c a dozen, or

ceach; as many or few as you like. Big bargain. CHILDREN'S HANDKERCHIEFS-Any amount of them; plain, mottoed or silk scolloped and braided, worth 10c each; sale price, 6 for

White Cotton Handkerchiefs, nicely bordered, 25c a dozen.

ONE LINE OF LADIES' TAN LEATHER SHOPPING BAGS; WERE 75c, PRICE 19c EACH.

Big Bargain in Bed Tickings.

10c Tickings for 8c a yard. 121/2c Tickings for 10c a yard. 17c Tickings for 121/2c a yard. 25c Tickings for 20c a yard.

Dressed Dolls, Special 15c each.

27 QUILTS, SLIGHTLY DAM-AGED! WORTH \$1 00, SALE PRICE, 69c EACH.

Fine Factory Cotton.

Worth 7c, sale price 5c a yard. Special line of Flannelette, just in; worth 10c, for 7c and 8c a yard. 25 PIECES OF FANCY AMER-ICAN WRAPPERETTE; regular 10c, sale price 8c a yard.

Four Special Lines.

Special line of Ladies' and Gents' Black Astrachan Gauntlets; regular \$1 00, sale price 50c a pair.

New lines of Lace Curtains just in; special at 25c and 50c a pair. Very fine Lace Curtains, just in; regular \$1 25, sale price \$1 00. Beautiful patterns.

85 DOZEN OF CHILDREN'S PURE WOOL UNDERVESTS, in all sizes, in white and natural, open front. These goods are worth 50c, sale price 25c and 85c. See them.

SHOWN TO BE INNOCENT

Boy Wrongly Convicted Several Years Ago-Restitution Made at Last.

Ottawa, Dec. 29.—A peculiar case of restitution came to light last week. About three and a half years ago a boy named Arthur Waller, aged 9 years, was charged with stealing \$40. He protested his innocence, but in vain, and the magistrate let him go on suspended sentence on his parents making good the money.

On the Monday before Christmas a

parcel was delivered at the Waller home, and inside were \$40 and the following words written on an en-'It was no your boy; it was my boy tok de monex." The note was unsigned. The parents of the Waller boy feel grateful at having the stain removed from their son's character.

EXCELLED HIS FONDEST **EXPECTATIONS**

His Work Was Very Confining, and He Found From Lack of Outdoor Exercise That He Became Subject to Constipation.

Celery King Brought Him Around in a Short Time.

Stooping over a desk all day is very unhealthy. It contracts the shoulders, lessens the expansion of the lungs, thus affecting the blood, as it is not supplied with enough oxygen. with the bent-over attitude the intestines are pressed down, the stomach is not given free action, ill-health follows as a matter of course. Every man engaged in office work should try and keep his shoulders well squared. and not allow himself to become hunched. A regard for one's health in this particular and a judicious use of Celery King will be found to give a keener grasp of business details—an alertness which one sometimes wants when plodding through a maze of figures. Celery King, acting as a tonic, cleans out any filthy residues which may remain in your system and gives you a clear, sound body, with gloriously healthy blood.

Up to four years ago I was sorely troubled with sick headache, brought on by my work, which is very confining, and lack of exercise. Celery King had been recommended to me by several of my friends who had used it, but having used so many patent medicines, I had lost confidence in them all. I was finally persuaded to give it a trial, and the results shown far exceeded my fondest expectations. Celery King indeed proved a godsend to me, and since my first trial of it I ave been a constant user, and would not be without it for its weight in gold. Have recommended Celery King whenever I can, and never knew it to lisappoint. I also use Celery King (or other allments with good results.

THE COAL SITUATION

Cleveland County Buildings Closed for Want of Fuel-A Better Outlook.

Cleveland, O., Dec. 29.—As a result of failure to secure fuel and the bitterly cold weather, the county buildings here were abandoned on Saturday and the various public offices and courts closed. Dealers who hold contracts to furnish fuel for the county buildings declared they were unable to secure the coal.

BETTER PROSPECTS. Reading, Pa., Dec. 29.—The officials of the Reading Company expect an improvement in the coal situation this week. The coal at the mines has been pretty well cleared up. During the past week the shipments were the smallest since resumption took place. It is not believed that they amounted to over 90,000 tons, as compared with 275,000 tons the previous week. Saturday's coal run amounted to less than 400 cars, and the same number were sent down riday, compared with a daily average of 1,600

cars the previous week. SUIT FOR \$6,000,000

Brought by M. C. R. Against State of Michigan-A Year's Work.

Detroit, Mich., Dec. 29.—The Michigan Central Railroad on Saturday bo gan suit in the Wayne circuit court against the State of Michigan for \$6,-000,000, for damages resulting from the revocation of the railroad's special charter by a special session of the State Legislature just before the close of Governor Pingree's administration. The state, in revoking the charter, gave its consent to be sued. Under the charter the road could charge three cents a mile passenger fare and paid a specific tax on gross earnings in lieu of other taxes. Under the general law it can charge only two cents a mile fare, and is subject to an ad valorem tax on its property, which is doubling its annual taxes. The damages of \$6,-000.000 are alleged to be for only one

A YEAR'S CONSTRUCTION.
According to the Railroad Gazette, railroad mileage in the United States for 1902 aggregated 6,026 miles, a total not exceeded in any year since 1888. Second track-sidings and electric lines are not included. It is announced by A. H. Smith, general superintendent of the New York Central Railroad, that Joseph Bradfield, superintendent of the

Smallpox Scare.

Buffalo division, has been appointed

assistant general superintendent of the

Grand Rapids, Mich., Dec. 29.—The board of health has become alarmed at the spread of smallpox, and Superintendent of Schools Elson has been notified by City Physician Koon that no child can be admitted to the public schools next year unless vaccinated. As a result of this order 800 children were vaccinated Friday and Saturday.

Bridge Washed Away.

for other eilments with good results.

I hope the above may be of service and the means of aiding some poor tufferer to sure relief.

MOTHER GRAVES Worm Exterminator has the largest sale of any similar preparation sold in Canada. It always gives satisfaction by restoring health to the little felk.

Bridge Washed Away.

Victoria, B. C., Dec. 29.—Heavy rains have resulted in the Esquimalt and act troubles, and the regular daily use of them after meals will probably use of them after meals will probably cure any case of stomach trouble except such as arises from cancer or ulceration.

Many druggists have said that they sell more Stuart's Dyspepsia Tablets the little felk.

ENTERTAINED BY THE QUEEN

Soldiers' Widows and Children Her Majesty's Guests.

SIR THOMAS LIPTON'S SPEECH

Six Hundred Women and Eight Hundred Children Partook of

London, Dec. 29.-Queen Alexandra's the Grippe. Two years ago he was dinner on Saturday afternoon to the cured of chronic Inflammation of the widows and children of those killed in Loins and Kidneys by Dodd's Kidney the South African war formed the most Pills, so last winter when the Grippe striking demonstration in London's ob- left him with pains in his back he servance of Christmas. Long before the festivities began crowds gathered in the streets adjacent to the Alexandra Trust building, which was gaily decorated with-out and within.

Over 600 widows and 800 children par-Over 600 widows and 800 children partook of the Queen's Christmas fare. Inside the building there were military bands on each floor, while Highland pipers, Punch and Judy shows, theatrical troupes, performers from the music hail, and tables full of toys, crackers and special chocolate boxes from the Queen all lent vivid color and meaning to the celebration. Sir Thomas Lipton, who received the guests in behalf of the Queen, was kept busy helping lift children up was kept busy helping lift children up the steps, to relieve mothers who had brought families larger than they could earry. After very many turkeys and olum puddings had been consumed, Sir Thomas read the following message from

the Queen:
"Pray convey the expression of my very best wishes to all my guests at the Alexandra Trust. May they spend a very happy day, and may God help and bless them throughout the coming year."

In the course of his speech greeting the Queen's guests, Sir Thomas Lipton said:

"I feel certain all of you will ever treasure the recollection of today's gathering, as a token of the Queen's high regard and womanly solicitude for those whose best and dearest laid down their lives for King and country. She has taken the keenest possible interest in every detail of the arrangements for your entertainment. Not the smallest item was decided on without her supervision. The dinner may, and I hope it will, be taken as a queenly lesson, which ought to be as a queenly lesson, which ought to be forever remembered that those who have suffered in behalf of their country should not be forgotten.'

Sir Thomas called for cheers for the Queen, and was answered with a great shout from the happy women and jubilant children, which the crowds outside took up.

A telegram was sent to Queen Alexandra expressing the loyal and loving thanks of the children and their mothers, and wishing the King and Queen a happy New Year.

The Smallpox Situation.

Toronto, Dec. 27.—The outlook now from the reports made to the Ontario Health Department is for a clear winter, but it was just after this date last year and two years ago that the smallpox appeared in the lumber camps, which gave the department so much trouble.

"The lumbermen," said Dr. Hodgetts, "take a couple of weeks off at Christmas, and go to their homes. There they may meet with smallpox and carry it back with them to the

and carry it back with them to the Evans. camps. We will hear the result of it | FREE AND EASY expectoration imbout the third week in January. Saturday's bulletin includes half a' dozen new cases. Two of them are from South Plantagenet Township, and two from Caledonia Township, in of the throat and chest. This is pre-

Prescott County, and two have been

reported in the family already infected in Wainfleet Township, Monck County. Sucked Snow Out of Rifle. Sucked Snow Out of Rifle.

South Lyon, Mich., Dec. 29.—While out hunting with a target rifle, a young man about 20 years of age, son of L. Gillmore, managed to get some snow in the end of the rifle barrel, and, being a very careful young man, he thought he would not shoot the gun off with the snow in the barrel, for fear of an explosion, so he put the muzzle of the gun in his mouth and proceeded to suck out the snow. He sucked so hard that he sucked out the bullet, too, which was lost somewhere in his head. He does not know why the gun went off at that particular moment. The doctor cannot find the bullet.

His Wife Got Out the Paper.

His Wife Got Out the Paper. Niles, Mich., Dec. 29.—Fay Graffort, editor of the Buchanan Argus, mysteriously disappeared last Tuesday. Graffort left that morning for Three Oaks, taking with him \$150 worth of calendars, which he had printed, and bills for the same. Before leaving Buchanan he tipped off to a few intimate friends that he was tired of Buchanan, and that he had concluded to seek a more congenial abode. cluded to seek a more congenial abode. It is presumed that after collecting the \$150 at Three Oaks he took the first train HOW TO DRINK MILK

Why It Disagrees With Some People.

When one needs a reviving stimulant after exhaustion nothing can rival the effects of hot milk sipped slowly. Some people say they cannot digest milk, and these are the people who drink it down quickly, so that the di-gestive acids, in playing around it, form large curds which give trouble

before they can be absorbed.

The right way is to sip the milk in small amounts, so that each mouthful, as it descends into the stomach, is surrounded by the gastric fluid, and when the whole glassful is down the effect is that of a spongy mass of curds, in and out of which the keen gastric juices course, speedily doing their work of turning the curd into peptones that the tissues can take up. To make sure of complete digestion take one or two of Stuart's Dyspepsia Tablets afterwards, as the pepsin and diastase they contain increase the quantity and efficiency of the gastric juices and supply the natural digestive ferments which all weak stomachs

Miss Anna Folger, a professional nurse, speaking of the value of Stuart's Tablets in convalescence, says: "In adult patients recovering from severe illness, and especially in children where milk disagrees, one or two tablets overcome any difficulty and seem to strengthen the stomach in a remarkably short time. I myself have used them daily for years, when my own digestion has suffered from the irregularities and loss of sleep consequent upon my occupation.
"Not only children and invalids, but

professional people and others whose meals are necessarily hurried or irregu-lar, will find Stuart's Dyspepsia Tablets of the greatest value in keeping up the tone and digestive vigor of the stomach.'

They contain the active digestive ferments the lack of which is really the only cause of indigestion and stom-

for Chicago. Graffort's wife had no knowledge that he was going to leave the village. Graffort's wife was a Miss Mattie Scott, daughter of Mrs. Sarah Scott, a prominent resident of Buchanan. They were married four years ago. The missing editor has been in charge of the Argus for about a year, or since it was purchased by his wife. His absence did not result in the suspension of the paper, for his wife has taken charge of the plant, and with the aid of the office force succeeded in getting out the regular issue.

BIG SLAUGHTER OF CATTLE

Some 1,300 Affected Animals Already

Disposed of in Massachusetts.

Boston, Dec. 29.—Dr. Salmon, chief of the United States bureau of animal industry, has issued a statement regarding the prosecution of the work of exterminating the foot and mouth discovery. Boston, Dec. 29.—Dr. Salmon, chief of the United States bureau of animal in-dustry, has issued a statement regarding the prosecution of the work of exter-minating the foot and mouth disease, and especially in answer to the efforts of certain persons who have systematically tried to work up a sentiment against the tried to work up a sentiment against the killing of the herds affected. He says:
"We are obliged to face the fact that John J. Burns Didn't Need To Be Darnley, P. E. I., Dec. 29-(Special). -John J. Burns, who lives on lot 18 of this township, tells how Dodd's its spreading by quarantine. Up to the Kidney Pills speedily relieve those ailments that often follow an attack of if work goes on as it should, with conof this township, tells how Dodd's

Thirty cows, four heifers and two calves were slaughtered near Hudson on Satur "I was in good health two years

A MAGIC PILL.-Dyspepsia is a foe causes, and cause much suffering. To these Parmelee's Vegetable Pills are re-commended as mild and sure.

MARRIAGE LICENSES.

Some promotions have been made in the staff of the Merchants' Bank at Owen Sound. Mr. W. A. Ross, accountant, becomes teller at Stratford. He will be succeeded by Mr. W. H. Lloyd, and a new junior will step in. Mr. A. W. Deacon, of the Tara branch, is now accountant in the Stratford, and Mr. C. H. McDougrall her been promoted to the Tile. forgotten time, men have been seeking for the Elixir of Life, which tradition says once existed. Dr. Thomas' Electric Oil is an Elixir, before which pain cannot live. It is made up of six essential oils, carefully blended so that their curative properties are concentrated in one

MARRIAGE LICENSES ISSUED BY John J. Jepson, druggist, 249 Wellington street. Residence, 241 Pall Mall, 'Phone 379.

LICENSES ISSUED BY THOMAS GIL-LEAN, jeweler, 402 Richmond street.

WATSON & CO. HOUSE MOVERS— Steam boilers and safes a specialty. 194 Hamilton read. 'Phone 1,231.

MUSICAL INSTRUCTION.

Such maladies as nausea, sick stomach, cramps and colic, yield instantly to Polson's Nerviline, and if you suffer periodically from any of these complaints just keep Nerviline handy and take a few drops in water for quick relief. A large 25c bottle of Nerviline is a comfort and safeguard in any household, and will save great suffering and big doctors' bills every year. Do you use Nerviline? Try it. ST. JOHN HYTTENRAUCH-PUPILS received for piano, harmony, sight singing, history. Residence, 781 Richmond, or homes of pupils.

and choirmaster, St. Andrew's Church.
Teaching resumed. Plano, pipe organ,
harmony, singing. \$40 Wellington
street. Phone 1.527.

FRIVATE FUNDS TO LOAN-LOWEST Buchner. Dundas street. PRIVATE AND TRUST FUNDS TO loan at 4% and 5½ per cent on real estate security, in sums to suit. Ne commission charged. T. W. Scandrett, solicitor, 98 Dundas street, London.

or the throat and chest. This is precisely what Bickle's. Anti-Consumptive Syrup is a specific for, and wherever used it has given unbounded satisfaction. Children like it because it is pleasant, adults like it because it relieves and cures the disease.

there are only two courses to pursue—either the diseased animals must all be killed off and the contagion stamped out immediately, thus relieving the state quarantine restriction at the earliest possible moment, or we must sit down and watch the disease and try to prevent tinued co-operation from the state offi-cials and with a friendly public senti-ment, all of the known injected herds should be killed and disposed of within the next week or ten days. There is every reason to believe that this will be

with which men are constantly grappling but cannot exterminate. Subdued, and to all appearances vanguished in one, it makes its appearance in another direction. In many the digestive apparatus is as delicate as the mechanism of a watch or scientific instrument, in which even a breath of air will make a variation. With such persons disorders of the stomach ensue from the most trivial

MARRIAGE LICENSES ISSUED BY W. H. Bartram. 99 Dundas street. OFFICIAL ISSUER OF MARRIAGE fleenses, C. D. Johnston, 198 Dundas street. Residence, 394 Dundas street.

MARRIAGE LICENSES ISSUED-OF-FICE Adkins' Jewelry Store, East Lon-don. No witnesses required.

BUSINESS CARDS.

WILLIAM HODGSON, PAINTER, paperhanger. Estimates free. 410 Horton street.

ALICE CALDER STOCK - SOLOIST First Methodist Church. Voice culture. 254 Queen's avenue. Concert engage-ments accepted. CHARLES E. WHEELER, ORGANIST

ALBERT D. JORDAN, ORGANIST, First Methodist Church—Teacher of piano and organ. Apply between 1 and No. 245 Queen's avenue. Telephone 1,498.

MONEY TO LOAN.

MONEY TO LOAN-LARGE OR SMALL amounts. Casey & Morwood, barristers, 874 Dundas street.

AGONIZING STOMACH PAINS!

Messrs, RADWAY & CO.:

Dear Sirs,—I know a business man on the east side of town who has been ailing and suffering agontzing pains in the stomach. The dictional prof. Jacoby down to others by the dozens, could neither effect a consensure they even tell what the malady was. He a few years ago, Cousan has the they even tell what the malady was. He as few years ago, Cousan has to consult German doctors, without result. I used to call at his store every two months, and heard his tale of woe. He said while ill he was never shie to retain his food, and at certain times of the day he was actacked with an agontang pain which lasted an hour or so, when he acted as a madman, breaking chairs, etc., and having to give up business for the time being. Pood never stayed on his stomach longer than half an hour. Yesterday, after a lapse of 18 months, I called his stomach longer than half an hour yesterday, after a lapse of 18 months, I called his stomach longer than half an hour yesterday, after a lapse of 18 months, I called his stomach longer than half an hour yesterday, after a lapse of 18 months, I called his stomach longer than half an hour yesterday, after a lapse of 18 months, I called his stomach longer than half an hour, testerday, after a lapse of 18 months, I called his stomach longer than half and hour yesterday, after a lapse of 18 months, I called his stomach longer than half and hear sake was still alive, and looking well. I asked him about his health. He said he had been well for over a year, and gained 40 pounds about his health. He said he had been well for over a year, and gained 40 pounds in weight. I wanted to know what doctor had cured him. This is what he told me: About a year ago or over a man came to his store, telline, him he had been sick very much the same as he was for some time, and tried Radway's Pilia, which quickly cured him. He at once decided to use the pilis. The druggist did not have any, and tried to give him another kind, but as he insisted on Radway's they have any and tried to give him a

RADWAY'S PILLS.

which will quickly free the system of all the above-named disorders. Radway's Pills are purely vegetable, mild and reliable. Cause perfect digestion, complete absorption and healthy regularity. For the Cure of All Disorders of the Stomath, Bowels, Kidneys,

Bladder, Nervous Diseases, Piles. SICK HEADACHE and ALL DISORDERS OF THE LIVER. Price 25 cents per box. Sold by all druggists, or sent by mail on receipt of price. RADWAY & CO., No. 7 St. Helen Street, Montreal.

MEDICAL CARDS.

R. OVENS, M.D., 225 QUEEN'S AVENUE. Eye, ear, nose and throat. DR. JOHN D. WILSON-OFFICE AND residence, 260 Queen's avenue. Special attention paid to diseases of women and children. Office hours, 12:30 to 6 p.m. R. W. SHAW, M.D., L.R.C.P., M.R.C.S. (Enguand). Office, 287 King street. Tele-phone 889.

DR. BALFOUR QUEEN'S AVENUE, opposite St. Andrew's Caurch. Diseases of women and children. 'Phone 22. DR. ANGUS GRAHAM-OFFICE AND residence, 469 King street. 'Phone 609.

DR. BAYLY HAS REMOVED HIS office to 211 Queen's avenue. DR. N. R. HENDERSON, 238 QUEEN'S avenue. Eye, ear, throat and ness only.

H. A. KINGSMILL, M.D., M.R.C.S. (England), has resumed practice. Office, 443 Park avenue. 'Phone 200. DR. BECHER-OFFICE, 348 DUNDAS street. 'Phone 1,484; house, 148. Hours, 10:30 to 1, 2:30 to 3:30, 7:30 to 8:30.

DR. MEEK, QUEEN'S AVENUE, LONDON. Specialty, diseases of women. Hours, 10 a.m. to 1:30 p.m. HOMEOPATHY-DR. CHAS. E. JARVIS, physician, surgeon, etc., 759 Dundas street. Telephone 969.

HADLEY WILLIAMS, M.D., F.R.CS. (England). Specialist, surgical diseases only. 439 Park avenue. 'Phone 324. J. B. CAMPBELL, M.D., 389 Dundas street, Hours, 12 to 4, 6 to 8. 'Phone 522. DR. McLELLAN, GRADUATE NEW York Eye and Ear Hospital, 1889. Spe-clalist only, eye, ear, nose and throat. 497 Talbot street.

DR. JAMES D. WILSON, CORNER Talbot and Fullerton. Special attention paid to diseases of children. VETERINARY SURGEONS.

TENNENT & BARNES, VETERINARY Surgeons—Telephones 278 and 688. Treatment of dogs a specialty. We breed and have for sale pure bred collies.

LEGAL CARDS.

GIBBONS & HARPER, BARRISTERS, etc., London, Office, corner Richmond and Carling streets, George C. Gibbons, K.C.; Fred F. Harper.

JARVIS & VINING. BARRISTERS, etc., 101 Dundas street. C. G. Jarvis; Jared Vining, B.A.

McEVOY & PERRIN, BARRISTER solicitors. Robinson Had Chambers, opposite Court House. Honey to loan.

BUCHNER. CAMPBELL & GUNN barristers. Ctc., 83 Dunda street, London. Telephone 99. Money to loan at lowest rates. V. H. BARTRAM, BARRISTER, SOLI-CITOR, etc. Office, 99 Dundas street. STUART & GUNN, BARRISTERS, ETC. Office, 112 Masonic Temple. Alex. Stuart, K.C.; George C. Gunn.

MAGEE, McKILLOP & MURPHY, barristers, solicitors, notaries, etc. Office, corner Richmend and Dundas, London, James Magee, K.C.; J. B. McKillop; Thomas J. Murphy.

W SCANDRETT, BARRISTER, SO-CITOR, etc., 98 Dundas street, Lon-

PURDOM & PURDOM, BARRISTERS, solicitors, etc. Office, Masonic Temple building, corner Richmond and King streets London, Ont. Thomas H. Purdom, K.C.; Alexander Purdom. TOOTHE & FAULDS, BARRISTERS, etc., Robinson Hall Chambers, opposite Court House. Money to loan.

T. H. LUSCOMBE BARRISTER, SOLI-CITOR, etc. 169 Dundas street, near Richmond. Money at lowest rates.

HELLMUTH & IVEY.
IVEY & DROMGOLE. Barristers, etc.,
Over Bank of Commerce. GREENLEES, BARRISTER, ETC., Canadian Loan Company's building, Richmond street, London, Private funds

ARCHITECTS.

MOORE & HENRY—
ARCHITECTS, LAND SURVEYORS,
CIVIL ENGINEERS.
John M. Moore. Frederick Henry



Proof by Using

"Now that it's been proven that Tillson's Oats is a food—a good, plain, wholesome one, with nothing faddy or foolish about it—

"That Tillson's Pan-Dried process is the best one in the world to make bonny good porridge by—

"It only remains with you to buy it, cook it according to directions—serve it hot and eat it.

"That's all you need to do to get the benefit of the very best oatmeal in all the world to-day."

Ten Cents

Tillsom's Oaks

Pan-Dried. A Food, not a Fad

London Adbertiser. TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COM-

PANY (Limited.)

LONDON, ONTARIO.

London, Monday, Dec. 29. The Calamity. The Wanstead calamity is another Illustration of the awful load of responsibility carried by the single employe of a railroad company, in the highest or the humblest grade of the service, from the superintendent to the switchman or the crossing watchman. No matter how perfect the physical equipment of a railway system, this appalling dependence must rest upon the individual, and one man constantly holds in his hands the lives of scores of his fellow-creatures. The full sense of this responsibility is not always present, as the performance of routine duties tends to become mechanical. The most careful and experienced railroad men, who have passed years in the service, without a single slip, have been frequently known to be overtaken at last by some unaccountable lapse of mind, some inattention to the simplest and plainest instructions, involving the most terrible consequences. The present calamity is due to the disregard or misinterpretation of a dispatch, the official explanation being that the operator at Watford, an old servant, with a clear record, neglected to deliver a message, in disregard of a very elementary rule of the company. No doubt all the circumstances will be cleared up by legal process. The most searching investigation is demanded by the public, and we feel sure will be welcomed by the Grand Trunk authorities, who have shown a commendable desire to put the press in full possession of the facts. Had this catastrophe been traced to some defect in the construction of the road, in the fixtures or rolling stock, the company would have been held to a heavy account. The material standard of the Grand Trunk has been greatly raised in recent years, and the work is proceeding rapidly. If there is any criticism to pass on the company it is that so busy a section as the Sarnia branch has not been already double-tracked. a part of a vast scheme of improvement which is now being carried out, and having been nearly completed in the eastern section, it is expected that The double-tracking of this branch is The high average of the efficiency of Canadian railroads is reflected to some extent in the statistics of railway mortality, which show that the traveling public in this country enjoys a much higher degree of safety than in the United States. The Canadian railroads do not as yet approach the record of not a single passenger was killed in the past twelve months. Happily the annals of Canadian railroads are seldom disfigured by such catastrophes as we now deplore, and the only wender is that they are not more frequent when we consider the vast complications and the delicate and intricate adjustments in the operation of a railroad system, and how much depends upon the individual, perhaps a tired and overworked official, of whom there must of necessity be many during the Christmas holidays, when passenger traffic is inordinately heavy. well to remember this, to reflect calamity of this kind occurs; and nizant of the claimants service. then the public attitude is too apt to one of censure, forgetful of the faithful performance of duty which is the rule. It is a hazardous occupation, and trainmen take their own lives in

The Civic Puppet-Show.

their hands, as well as those of others.

The locomotive engineer is a hero

every day of his life. In intelligence,

sobriety, industry and other qualities

of manhood and good citizenship, the

railway employes are a superior class.

The nature of the work demands it.

Here and there one may fail, with

dire results, but what the public owes

to the mass of railway servants in im-

munity from disaster is beyond com-

The appointment of Mr. C. B. Edwards to the city clerkship is one to which no exception can be taken on personal ground. Mr. Edwards is a gentleman of high character and

aldermen for the time being. No objection can be taken to this practice, but it is a different thing when an outside organization presumes to control all municipal appointments. This is a species of party impertinence which every citizen should resent. The Conservative Association of the city put up a ticket for the city council, on the understanding that the executive of the association should control the

civic patronage for the year. The arrangement has been carried out to the letter. The mayor and the majority of the aldermen have been so many marionettes, the wires being pulled at the Conservative Club. This puppetshow is not calculated to make municipal life any more attractive for public spirited citizens, whose selfrespect would forbid them being dictated to by any clique or cabal. It has been easy to set up a dictatorship over the class of men who have run this year's council, as hardly one of them would stand a show of election unless he had the party machine at his back. This is the first time party bossdom of the Tammany type has been introduced into municipal affairs. What right has any group of men, not elected to a public office, to interfere with a public body in the discharge of its duties? And what do the people

UNINTERRUPTED COMMUNICATION

think of public representatives who

Wireless Messages Are Received From Across the Deep Sea Every Day.

Glace Bay, C. B., Dec. 29.-Signor Marconi said to a press correspondent today that "since the first messages were sent from Table Bay to Cornwall we have again. received messakes every day. There has been no break in the service. Messages have been sent in the last day or two to the Queen of Italy, Empress Eugenie, Sir John Lane, Henniker Heaton, M.P., the Italian Minister of Marine, and the directors of the London Marconi Company." Mr. Marconi then showed the correspondent these messages:

"Henniker Heaton, Rex Hill.-Best wishes to you and yours for a happy New Year. Transmitted across the Atlnatic Ocean by electricity not controlled by Old Broad street. (Signed) G. Mar-

"Empress Eugenie, Franbourgh.-Please accept my respectful wishes for a happy ew Year. Sent across the Atlantic cean by wireless telegraph. (Signed)

The following message was also sent to e London directors of the Marconi Expanse, London.-My best Christmas wishes to my company, operators and their families. Sent for the first time by ransatlantic wireless telegraph. (Signed)

MILITIA GENERAL ORDERS

New Regiment of Infantry To outlook for the coming year. Furnaces and mills will extend the sea-Be Formed.

Order No. 19 of February Last Amended-Civilian Rifle Clubs.

Ottawa, Dec. 29.-In militia general orders, just issued, the following is

General order No. 19 of Feb. 1, 1902, providing for the official record of officers' was services in South Africa, 1899-1901, is amended by the addition of the following to cover the subsequent period of operations in the field up to the declaration of peace on May 31, 1902: Operation in the Transvaal, between Nov. 30, 1900, and May 31, 1902. Operations in the Orange River Colony, between Nov. 30, 1900, and May 31, 1902. Operations on the Zulu-land frontier of Natal in September and October, 1901, including the defense of Forts Itala and Prospect. Operations in Cape Colony, between

Nov. 30, 1900, and May 31, 1902. The period during which an officer served with a regiment or corps (1) in a lieutenant-colonel's command, or (2)—as an adjutant, should be mention. Officers other than those serving in a regimental capacity, will forward a return, which must be certi-fied as correct by the officer under whom they were serving at the time, or by a senior officer personally cog-In accordance with regimental establishments for 1902-1903, the formation of a regiment of infantry, of eight companies, to be known, designated, and take precedence as the Seventeenth Regiment of Infantry, with regimental headquarters, Levis, Que., is author-

following civilian associations have been authorized: Palmyra Rifle Association, with headquarters at Palmyra, Ont. St. Albans Rifle Association, with headquarters at Toronto. Ont. Saskatchewan Rifle Association, at Prince Albert, Saskatchewan. Wellington Rifle Association, of Cookshire, with headquarters at Cookshire, Que. General order of 106 of Oct. 1, 1902, authorizing the formation of certain civilian rifle associations, is amended by cancelling the words "collegiate institute" in the names of all rifle association appearing in that order, except in that of the "Hamilton Col-legiate Institute Rifle Association."

service medal and the long service and good conduct medal may in future The organization of a rifle association in connection with the Thirtysecond Regiment is authorized at Walkerton, Ont.

Soldiers awarded the meritorious

Louisiana Oil Fields Gobbled.

Chicago, Dec. 29.—A special to the Record-Herald from New Orleans says: ability, and will make a good official.

The method of appointment, however, reflects severely upon the city council. An office of this kind invariably goes to some one of the same political stripe as the majority of the still higher."

Record-Herald from New Orleans says: "The Standard Oil Company has at last secured control of the Beaumont oil field in Texas and the Jennings oil region in Louisians. There are only a few small companies remaining outside, and they cut very little figure in the marketing of fuel oil. The price of fuel oil has been advanced to \$1 a barrel, and the indications are that the quotation will go still higher."

EXCEEDINGLY BRIGHT OUTLOOK

Good Reports From Canadian Business Centers.

HOLIDAY TRADE WAS EXCELLEN'

The Wholesale Movements Broken Into-Preparations for Big Demand Next Month,

New York, Dec. 26. - Bradstreet's

weekly summary: Wholesale trade movements at Montreal this week were broken into by Christmas holidays, as was the case at other trade centers. Travelers were off their routes, and there were practically no country buyers on market. The holiday trade has been very large, much greater than last year. The trade movement so this month has been very satisfactory, and the outlook is exceedingly

In Toronto there was a great demand for goods early in the week, but it tapered off later, and will likely be a trifle slow until the turn of the year. The holiday sales this year were very heavy. Retailers report a splen-did business. Payments, which have been slow the past week, are likely to show marked improvement during the next ten days, as a result of the large holiday sales. The outlook for business after the first of the year is very

promising.
At Quebec there has been fairly brisk trade, especially among retailers. Wholesalers are completing stocktaking. The shoe factories are very busy and the general outlook is good. Payments are satisfactory for the

London wholesale houses report a fair movement for the holiday week. Preparations are now being made for a big demand for goods next month, when the travelers get on their routes

At Winnipeg the Christmas trade has largely occupied attention from The movement in such goods traders. this year was very heavy. There is delay in the receipt of freight, but the railways are very busy, and are doing all they can to accommodate tne public. The public in the west was more plentifully supplied with cash than ever before, and business enerally has felt the effects of this. A large demand for spring goods is ooked for next month.

In Ottawa wholesale trade has been rather quiet. Retailers have been too busy with season's trade to pay much attention to buying. The outlook for ousiness later on is promising. OVER THE BORDER.

R. G. Dun & Co.'s review: experienced the customary quiet, except in Christmas which sold freely.
Industrial undertakings are terrupted in many cases by the taking of inventories, while other plants are closed because fuel cannot be obtain-Orders still come forward freely. and the new year will open with more business on the books than ever before. Prices of commodities are firmly held by the steady domestic demand, and there is a good report movement of the leading staples. this, as in many other instances, however, there is still the drawback of inadequate transporting facilities, which restricts shipments to the seaboard. Financial conditions are isfactory. Quiet conditions in the iron and steel industry, unaccompanied by any sign of weakness, testify to the healthy tone and suggest a bright son of idleness beyond the usual time, not because orders are lacking, but in order to accumulate a moderate supply of coke. A very large amount of business will be carried over into

next year, probably more than in any New England shoe factories are in full operation and have liberal orders on hard. Quotations are firm, but without change. Staple lines are especially strong in tone. Leather dealings have been restricted less than usual by the holidays, shoe manufacturers coming into the market for large quantities of hemlock sole. List prices are unchanged. An unexpectedly favorable feature has appeared in the market for cotton goods. After a long season of stagnation in the export division the demand for china suddenly became considerable. Inquiries on this account are still numerous. Domestic trade is limited to immediate requirements as is seasonable. Collections are satisfactory at both the mills and with jobbers. In woolen goods

I Can do all My Own Work

"I feel it my duty to tell you what your medicines did for me," writes Mrs. Blanche Marshall, of Whiting, Jackson Co., Kansas, Box 139. "I was severely afflicted with kidney trouble and female weakness. In less than three months the trouble became so bad I could hardly walk around the house. I suffered almost everything. Seeing your advertisement in our paper concluded to write Dr. After receiving your kind advice I immediately began taking your medicine. After taking two bottles of 'Favorite Prescription' alternately with two of 'Golden Medical Discovery,' and using one box of 'Lotion Tablets' I am entirely cured. I can do all my own work without



there is a good demand, overcoatings providing the chief feature, but cloak manufacturers have also bought freely, especially of light-colored lines. Opening prices at 5 to 10 per cent above last year's figures, are easily maintained. Woolen and worsted dress goods are quiet, but steady, and light supplies sustain flannels. Wool is strong, with a further advance anticipated next year. Small fluctuations have occurred in the leading agricultural products. Failures this week in the United States are 209, against 267 last week, 269 the preceding week and 250 the cor-responding week last year.

SNOWBOUND SEVEN DAYS

Snow Blockade Raised in Wyoming-Trains Dug Out by Hand.

Cheyenne, Wyo., Dec. 29.-The blockade on the Cheyenne branch of the Burlington, which began last Sunday with terrible blizzards, was lifted on Saturday, when the accommodation train which has been stuck in the deep drifts near Sterling, Col., for seven days came in. The snow became packed and the wedge plows were unable to go through the drifts, so it became necessary to dig the train out by hand.

Winnipeg, Dec. 27 .- The temperature at Winnipeg for the last three days has been extremely low, and is making the fuel situation interesting. It has ranged from 28° to 38° below, and is still very Atlanta, Ga., Dec. 27.—Cold weather records for the season have been broken in the south during the past 24 hours, and damage to orange trees in Florida is feared.

Inward and Outward

The inward effects of humors are worse than the outward. They weaken all the organs, inflame the mucous membrane, cause catarrhal troubles, and endanger the whole system.
Hood's Sarsaparilla eradicates all humors and cures all their effects.
It's the great alterative and tonic mediates. cine whose merit has been everywhere established. Accept no substitute.

Fire destroyed the Boake planing mills on Howland avenue, Toronto, on Friday night. The estimated loss is given at \$20,000 to \$25,000, with \$9,000

TO KNOW IS TO PREVENT .- If the TO KNOW IS TO PREVENT.—If the miners who work in cold water most of the day would rub their feet and legs with Dr. Thomas' Eclectric Oil, they would escape muscular rheumatism and render their nether limbs proof against the ill effects of exposure to the cold. Those setting out for mining regions would do well to provide themselves with a supply before starting.

"One of the 55 good things" Clark's

Plum Pudding A perfect Christmas delicacy-Put up in neat air tight tins. No cooking needed. Heat and serve.



and Beans?

Cured by CCLCNIAL KINID No taste. No odor. Can be given in glass of water, tea or coffee, without patient's knowledge.

Colonial Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the patient is a confirmed inebriate, a "tippler," social drinker or drunkard. Impossible for anyone to have an appetite for alcoholic liquors after using Colonial Remedy.

Indorsed by Members of W. C. T. U Indorsed by Members of W. C. T. U. Mrs. Moore, press superintendent of Woman's Christian Temperance Union, Ventura, California, writes: "I have tested Colonal Remedy on very obstinate drunkards, and the cures have been many. In many cases the Remedy was given secretly. I cheerfully recommend and indorse Colonial Remedy. Members of our Union are delighted to find an economical treatment to aid us in our temperance work. emperance work.

Druggists or by mail, \$1. Trial package ree by writing to Mrs. M. A. Cowan for years secretary of a Woman's hristian Temperance Union). 2.204 St. Catharine street, Montreal. Sold in London by W. T. Strong & Co.

DISEASES OF THE KIDNEYS. Albert Wesley Kahle, M.D., 190 DELAWARE AVE.,

OFFICE HOURS 9 a.m. to 4 p.m. SUNDAYS: 2 to 4 p.m.

BUFFALO, N.Y.

Results from common soaps: eczema, coarse hands, ragged clothes, shrunken flannels.

KINGSMILL'S

Before going back to our new premises, we are desirous to clear out all the present Stock possible. To accomplish this we will make the pace a very fast one. The prices will be very low, the inducements will be very great. The best of the goods bought in the

Great Bankrupt Stock of Runians, Carson & McKee

WE WILL NOW OFFER.

Remember the Stock was a large one, \$67,460.00. The Price a low one, 55 cents on the dollar.

We are alone in the ability to give such extraordinary value. Do you want Material for a Child's, a Misses' or Ladies' Coat or Mantle? Beaver, 54 inches wide, in Fawn, Cardinal, Navy, Beaver, Black, Brown. Chinchella, 54 inches wide, Brown or Blue-Gray or Black. Astrachan, 54 inch, Blacks, regular price \$1.50.

The Lot Clearing at \$1.00 Per Yd.

Sealette, pure Silk, 54 inches wide, regular \$5. Today the price \$3 per yard.

....The Last Call.... LOUD! LOUDER! LOUDEST!

The lot all at one price, 35 cents per yard, regular price 75c, \$1.00, \$1.25.

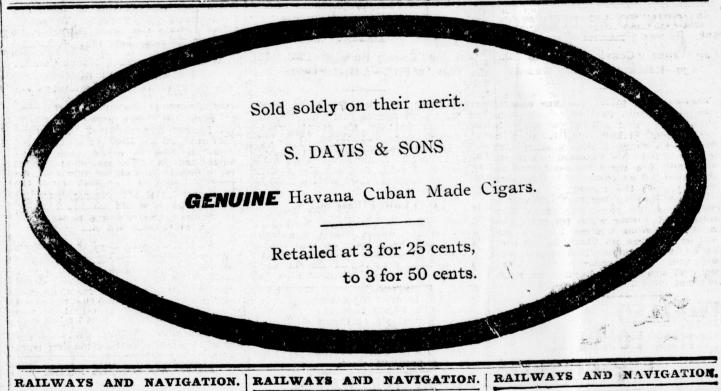
These Goods are not from the Ark, neither are they the refuse of antiquity. 44, 46, 48, 54 inches wide. Beauty, Durability and Fashion Combined. We could say much in their favor. COME AND SEE THEM.

A few Ends of this season's French Shaded Frieze, the price has been \$1.50. To close out the lot we cut the price in two and call them 75c. Will you miss the golden chance? The right thing for evening Waists. Ivory Brocade, Brochea, Nattee, Shell and other Cream Silks, price, regular \$1.35, \$1.50, \$1.75, today \$1.00 per yard.

Don't Miss the Golden Opportunity to Get Value for Your Money.

It's the chance of the century, and all that is possible must be cleared out before going to our new warehouse.

KINGSMILL'S



GRAND TRUNK RAILWAY

New Year Holidays, 1903 Between all stations in Canada-All stations in Canada, to Detroit and Port Huron, Mich., Buffalo, Black Rock, Sus-pension Bridge and Niagara Falls, N. Y.

General Public. SINGLE FIRST CLASS FARE-Dec. 31, 302, and Jan. 1, 1903, good returning until AT SINGLE FIRST CLASS FARE AND ONE-THIRD—Dec. 29, 30, 31, 1902, and Jan. 1, 1903, good returning until Jan. 5,

School Vacations. To teachers and pupils of schools and colleges, on surrender of school vacation certificates, signed by principal.—AT SINGLE FIRST CLASS FARE AND ONE-THIRD—Good going until Dec. 31, 1902; good returning until Jan. 19, 1903. Tickets, folders and all information from agents. E. DE LA HOOKE, C. P. and T. A., London; C. E. HORNING, depot ticket agent.

For Christmas and

New Year's Vacation. Will issue return tickets to general public at SINGLE FIRST CLASS FARE, good going Dec. 24 and 25, good returning until Dec. 26, 1902; also Dec. 31, 1902, and Jan. 1, 1903, valid for return until Jan. 2, 1903. At FIRST CLASS FARE AND ONE. THIRD, going Dec. 22, 23, 24 and 25, also Dec. 29, 30, 31, 1902, and Jan. 1, 1903, good returning until Jan. 5, 1903. Teachers and students (on surrender of standard and students (on surrender of standard form of school vacation railway certificate, signed by principal)—At FIRST-CLASS FARE AND ONE-THIRD, from Dec. 6 to 31, 1902, inclusive, good returning until Jan. 19, 1903. Between all stations in Canada, Port Arthur, Sault Ste. Marie, Mich., Detroit, Mich., Buffalo, N. Y., and east.
W. FULTON, C. P. and T. A., London; A. H. NOTMAN, assistant general passenger agent, 1 King street east, Toronto.

Temperature Took a Jump. Winnipeg, Dec. 27. - The temperature took a jump last night from close on 20 below zero up to zero.

New Year Excursions MICHIGAN CENTRAL "The Niagara Falls Route."

will issue tickets at Single First-Class Fare, going Dec. 81 and Jan. 1, returning Jan. 2 Fare and One-Third,

going Dec. 29 to Jan. 1, returning Jan. 5, 1903. Students and Teachers On presentation of certificates, special tickets may be purchased Dec. 6 to 31, returning Jan. 20. Full particulars at the city ticket office,

395 Richmond street. 'Phone 205.

O. W. RUGGLES,

JOHN PAUL. City Pass. Agent. BERMUDA Go to Weekly from New York, 48 hours by elegant steamers of the Quebec Steamship Company. Frost unknown. Malaria

ter Tours

Thirty days' trip, fifteen days in the Tropics, affording a charming Tropical trip at a cost of about \$4 per day. SPECIAL CRUISE TO THE WEST INDIES, per SS. "Madiana," 7th February, 1903. For all particulars apply to ARTHUR AHERN. Secretary, Quebec; A. E. OUTERBRIDGE & CO., Agents, 39 Broadway, New York or to E. DE LA HOOKE and W. FULFON, Ticket Agents, Lendon, Ont.

Steamers.

New York, Queenstown and Liverpool CELTIC......DEC. 31, 6:36 A. TEUTONIC......JAN 7. NOO

TEUTONIC. JAN 7, NOON.
GERMANIC. JAN 14, NOON.
CYMRIC. JAN 21, NOON.
CELTIC. JAN 28, NOON.
CELTIC. JAN 28, NOON.
CELTIC. JAN 28, TAN.
TEUTONIC. FEB 4, NOON.
Saloon rates from \$60 up. Second saloon from \$45 up. according to steamer and accommodation. Third class rates to Liverpool. London, Glasgow and Dairy.
\$28 and \$23 50.
Accommodations for all Accommodations for all classes of passengers unexcelled. E DE LA HUOKE, CLOCK COPNER.

European Mail Service

Ganada's "Maritime

monday.

Express." Train.... Leaving Montreal (Bonaventure Depot) 12 noon, Sunday, carry-

ing the English Mail, Lands Passengers, Baggage and Mail Alongside the Royal Mail Steamships at Halitax the following

The Grand Trunk's Express from the west makes connection at the Bonaventure Depot.

Write for Time Tables, Fares, etc., to WM. ROBINSON, General Traveling Agent, 10 King street west, Toronto, Ont.

ALLAN LINE

ROYAL MAIL STEAMSHIPS. MONTREAL to LIVERPOOL, via Moville. RATES OF PASSAGE: First cabin, \$50 and upwards; second cabin, from \$37.50; third class, \$25 to \$26. Liverpool, Derry, Belfast, London, Glasgow. MONTREAL to GLASGOW direct—S.S. Mongolian, Dec. 27. First cabin, \$45 and upwards; second cabin, \$35; third class, \$26.

Be London Agents: E. De La Hooke, W.

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

(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 as these run only in daylight, the gone into the rear cars to attend to 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 Wes-

ley 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

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 understood that this is the very first

time when Mr. Costello was ever known

to be anywhere eise on the train than

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

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 seat-

ed 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

dred 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 conductor had said. As soon as the accident happened. Graham picked himself up and pulled out his orders to examine them. On discovering that

about 25. He lives less than a hun-

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.

SLPT. CCSTELLES & 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 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

Vice-Presidents, Oliver Ellwood.

CAPITAL STOCK.

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.

60c on the S.

\$15 Buys a \$25 Share.

Fully paid and non-assessable; no personal liability; positively only

Well No. 3 is Now Drilling.

Our manager has just returned from Petrolea, where he secured an equipment of pumps, and two 50-barrel tanks for immediate operation.

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.

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 paswent 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 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 made as comfortable as possible in the

"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.

& 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, vel-

vet 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

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

necessity for any organized bands of

fire-fighters. The man who deserves

ductor J. McAuliffe. He remembered

credit for stopping the fire is Con-

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 Pull-

mans 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. on it to put it out, but there was no everything that could be done for the sufferers was done, and that they were 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.



Toronto. Winnipeg Hamilton. Ottawa, Quebec.

S. W. CALDWELL, Manager, 171 Dundas Street.

Near Richmond. All Cars Stop Here.

Agencies in as many Canadian

At This Time of the Year.

Everybody needs something to create and maintain strength for the daily round o duties. There is nothing better than an Ale or Porter, the purity and merits of which has been attested by chemists, physicians and experts at the great exhibition,



STOCK BROKER.

Stocks, Bonds, Grain and Provisions bought and sold for cash or on margin. Send for vest pocket manual. Long distance 'phone 1,278. OFFICES—Masonic Temple, London.

TODAY'S MARKETS

OTHER MARKETS ON PAGE 5. CHICAGO EXCHANGE. Reported for the Advertiser by F. H. sutler, stock broker.

Butter, Stock	Chi	cago, De	ec. 29.
Open.	High.	Low.	Close.
Wheat-Dec 74%	7434	74%	
M Hear Dog.	771/8	7634	76%
Miles		45	45%
Corn—Dec 43% May 43%		431/4	4378
May 391/4	325%	82	3278
Oats-Dec 321/2	131%	33%	34%
May 3334	17 40	17 25	17 25
Pork-Jan17 40	16 62	16 52	16 55
May16 55	10 07	10 00	10 02
Lard-Jan10 00	9 70	9 62	9 62
Мау 9 65	8 60	8 52	8 52
Ribs-Jan 8 60	. 8 75	8 67	8 67
May 8 72			
		-	- 00

Monday, Dec. 29. The usual offerings for this day of the week were on the market. Fifteen loads of hay were on the stand, which brought \$8 50 to \$9 50; four of the loads went at the last nam-

ed figures. Five loads of straw sold at \$2 75 to \$3 25 by the load. Ten loads of oats sold at 90c to 93c Three loads of wheat were purchased for \$1 15 per cwt.

The shipment of live hogs will be

made from here tomorrow, the price being the same as last week, viz., \$5 60 per cwt. OLD COUNTRY PRICES. London, Dec. 27.—Canadian cattle are unchanged, at from 11½c to 12½c per lb. dressed weight; sheep are quoted at 12c to 13½c per lb; lambs, 13½c to 14½c per lb; refrigerator beef is weak, at 10c to 10½c per lb.

MUNICIPAL NOMINATIONS

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

Some of These Are Expected to Withdraw Before Election Day.

Complete List of Nominees for Hospital Trust, Water Commission, Aldermen and Board of Education.

The nominate for the mayoralty, school trustees, nospital trustees and water commissioners took place this morning in the city hall. There was the train thought that the best but one election by acclamation, that thing he could do would be to go of Mr. E. J. MacRobert, for Ward 4. back to London and rest in the A meeting was called for this evening at 7:30 in the city hall, when the various candidates will speak. FOR MAYOR.

Clarence Thomas Campbell, proposed by Thomas Coffey, seconded by A. Greenlees. Taylor-H. M. Douglass, H. Macklin.

Adam Beck-John Christie, O. La-W. H. Winnett-W. F. Roome, Wm. Wyatt. J. C. Judd-R. J. Hennessy, J. P. Moore. HOSPITAL TRUSTEES.

Adam Beck, proposed by H. Macklin, seconded by John Jones. G. M. Reid—A. Greenlees, Cl. T. Thomas Beattie-R. A. Bayly, H. M. Douglass. Wm. Wyatt-John Whittaker, B. S. Sainsbury. Richard A. Bayly-F. Hayman, W. Adam T. McMahen-J. H. McMechan,

H. M. Douglass. FOR SCHOOL TRUSTEE. No. 1 Ward-R. H. Cullis, proposed by Wm. Gerry, seconded by James Johnson. C. J. McCornick-H. Winder, W. J.

Charles Colerick, proposed by D. C.
Macdonald, second by W. Grant,
D. W. Blackwell-E. T. Essery, W. T. Ward-W. J. Stevenson, proposed by F. Valsh, seconded by John Stevely.
H. A. Clark—G. Link, T. Baker.
W. M. English—A. E. Welch, R. A.

Carrothers.
No. 4 Ward—
E. J. MacRobert, proposed by J. W.
Jones, seconded by John Christie. Elected by acclamation.

WATER COMMISSIONERS. R. A. Carrothers, proposed by Charles
Taylor, seconded by H. Winder.
Nell Cooper—A. E. Welch, W. Ayers.
H. M. Douglass—Henry Dreaney, H.

Vinder. E. T. Esery-H. B. Gahan, H. Winder. William Jones-James Calhoun, W. J. Wilson. J. W. Little-William Gerry, A. V. W. Pocock-James M. Logan, H. J. W. Jones-R. W. Bennet, C. Camp-J. Rumball-J. H. McMechan, W. H.

FOR ALDERMEN.

W. D. Willis, proposed by William Jones, seconded by John E. Showler. H. J. Stevenson-Cl. T. Campbell, A. Greenless.
Arch. Becher-Adam Beck, E. W. Grif-H. M. Graydon-F. Hayman, A. E. Thomas Hilliard-C. Boyce, R. A. Carrothers. F. J. Fitzgerald-W. W. Gammage, Cl. M. D. Donohue-H. C. Clark, E. J. Thomas Jones-J. C. Judd, W. M. Eng-

C. H. Ziegler-J. C. Judd, W. H. Win-W. Trafford-Charles Colerick, R. A. Bayley. Sam Stevely-Walter Bartlett, James J. H. Pritchard-R. A. Bayley, T. Jones. J. C. Judd-T. Jones, S. J. Bell. William Wyatt-A G. Chisholm, T.

Jones. William Gerry-A. M. Hunt, Walter Ayers.

Joseph Brown-J. W. Jones, Charles Cowan. George Rowntree-W. B. Mills, W.

R. F. Matthews-John Hodgins, John Jones.
P. Walsh-H. Winder, H. M. Douglass.
A. E. Welch-W. J. Teasdall, Cl. T.

Campbell, J. H. Saunders-Alex. Graham, John Nab. . Scarrow-Thomas Fowler, P. Walsh. B. Campbell-E. J. MacRobert, W. Campbell-Neil Cooper, W. M.

M. Scarrow-A. Keenleyside, A. K. Birks.
A. Keenleyside-W. Scarrow, A. K. Henry Macklin-W. H. Ferguson, E. A. Shoebottom. H. M. Douglass-Charles Taylor, P. Valsh, Charles Taylor-P. Walsh, H. Winder, Neil Cooper-C. J. McCormick, R. A.

H. BUTLER, Henry Dreaney-R. A. Carrothers, S. James M. Logan, E. J. MacRobert, C.

McCormick.

R. S. Abram—J. C. Judd, J. M. Logan.
Andrew Greenlees—J. W. Jones, John
Christie.
Henry Winder—H. M. Douglass, Henry Dreaney. S. O'Meara-H. M. Douglass, Henry R. A. Carrothers-P. Walsh, H. M. Douglass, J. H. McMechan-J. W. Jones, John Christie. R. R. Bland-R. A. Jones, H. J. Hardingham.

John Forrestal-George Hayman, Henry Depper. W. H. Winnett-John Bowman, Joseph J. C. Park-Thomas Cousins, C. J. Mc-

ARE DOING MUCH BETTER

Patients at Hospital Subject to Noticeable Change.

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

Alexander M. Stewart, of Wingham, is the only one whose condition is less satisfying. He is only slightly bruised, but his pulse sank rapidly during the night. Dr. Mason, one of the house surgeons, said that he thought that it was merely reaction from snock. The state of Baker, Bird, Barnes and Cuthbertson, who are considered the

most seriously injured, has improved wonderfully and now none but the brightest hopes are entertained for

Mrs. Dr. Stewart, of Oshkosh, Wis., whose husband is now here, Mrs. Cuthbertson, of Sarnia; Mrs. Coote, of Chicago, and Dr. Harvey are all much It has been stated that George

Stacey, of Wanstead, was in a precarious condition. This is not correct. His njuries are not at all serious. Supt. Heard gave out the following statement today: "Since the report given out last night no further serious "Since the report developments have materialized. the patients are resting well, and we

have every hope for the recovery None of the injured have been removed from the hospital yet. John Cuthbertson, of Port Huron who was injured in the wreck, is well known in London, having formerly lived here. He is a brother-in-law of J. Metherall, butcher, of this city. When he was here he was a foreman at what is known as the Grand Trunk paint shops. In Port Huron he held the same position in the Block I. shops. George Stacey, of Wanstead, was coming home from Buffalo to visit his When the accident occurred father.

he was only slightly injured, though at first it was feared to be quite serious. He had not told his father that he was coming, and friends of his on hospital until the extent of his injur-ies could be learned. To this, however, he would not consent, and wanted to get off the relief train at Watford. He s in the hospital here and it is feared that his condition is serious. Another Grand Trunk man who was

killed was - Lucas, of Sarnia, and formerly of Strathroy. Lucas was well he resigned a few years ago, been at aster opened here this morning in the the head of the bridge gang on the road. Among those who miraculously es-

caped injury and death was Wm. Brown, of Wyoming. Brown was sit-W. Smith, foreman; W. M. Coghill, ting in the same seat and talking to Mrs. Trotter when the disaster happened. She was instantly killed and had her head almost taken off, while Brown was never touched, although he was deluged with blood.

THE KOMOKA HORROR. An appalling accident occured on the Western Railway (afterwards Great the Grand Trunk), on the train which left London for Sarnia at 6:30 p.m. on Saturday, Feb. 28, 1874. Conductor John Mitchell, still in the company's employ, was in charge, with Engineer George Williams in the cab. The train included, besides the engine, a baggage car, passenger coach and several oil tanks. When the train was nearing Komoka a lamp in the closet of the coach fell and the car was soon in a blaze. The bell cord was not attached to the engine, and the cars rushed on at full speed, the engineer being unaware of the accident. Passengers in their frenzy smashed the car windows and leaped to the ground, while others were roasted alive. On this occasion eight lives were lost and 25 persons were injured, some very seriously, one of whom subsequently died. The coroner's jury found the conductor, driver and brakeman guilty of manslaughter, and heavy damages were secured against the company in sev-

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

eral cases.

PICKING THE NOSE is a common symptom of worms. Mothers who suspect their child is troubled worms should administer Dr. Low's Worm Syrup. It is pleasant, safe and e Fectual.

SPECIAL NOTICES.

Cushions! Cushions! Feather and Down Cushions from 50c each. Goose Feather Pillows, Mattresses, Springs, Beds, Brass and Iron Bedsteads, from \$4 each. Bedroom Suites, Sideboards, Spring Couches, Fancy Chairs, at Hunt & Sons, Mattress and Feather Pillow Manufacturers, 593 Richmond street north. Telephone 997.

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

Ask your neighbors if they don't think that

STRONG'S BAKING POWDER

Is the best they ever used. MANUFACTURED BY

W.T.Strong&Co

184 Dundas Street. FREE to housekeepers on application, valuable recipe book on the Art of Cooking. Marriage Licenses issued at



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

STORY OF AGENT CARSON TOLD TO THE ADVERTISER

Did Not Deliver Kerr's Order to No. 5.

Andrew Carson, the operator at Watford, the first station east of the wreck, whose failure to deliver orders to Conductor McAuliffe, of the Pacific express to pass the freight at Wanstead, is said by the Grand Trunk officials to have caused the wreck, yesterday afternoon made to The Advertiser his first statement since the wreck. He says he received the order for No. 5, the express, to pass the freight at Wanstead, at 9:48 o'clock, but declares positively that a few minutes later, Dispatcher J. G. Kerr, at London, called him, and ordered him to "bust" or cancel the order. He said: "About 9:54, after calling Wyoming and ascertaining that the freignt was then there, the dispatcher called

the dispatcher learned that the freight had left Wyoming. I told him I could were present also expressed their confinot stop No. 5, as it had left. He im- dence in Kerr.

Express by Wire Trying to

Get It Stopped.

[Special Dispatch from Advertiser

Reporter.]

Temperance Hall, with Coroner Albert

Simon Casey, G. G. Hartley, William

Rae, R. W. Haines, E. J. Haines, Rev.

G. W. Andrews, Rev. W. J. Richard-

Others present were J. P. Bucke,

county crown attorney of Lambton, and

W. J. Hanna, M. P. P., and Lawyer

Moore, of Port Huron, the two latter

as counsel for Andrew Carson, the

Watford dispatcher; Superintendent Jones and Assistant Superintendent

Costello were also in the hall, togeth-

er with many citizen of Wyoming, Lon-

don and other places.

The first witnesses called were Wm.

Jackson and George Stilson, two sec-tion foremen, who testified to the ex-

tent of their duties and told of their

work at the wreck.

Agent Andrew Carson, of Watford,
was then called, and his counsel, Mr.
Hanna, objected to his evidence being

taken until after the others had been heard. The objection was sustained.

patcher James Kerr, of London. Kerr's

evidence was given very fully and cre-

ated somewhat of a sensation. After

telling the story of how he endeavor-ed to hold No. 5 at Watford and extra

773 at Wyoming, and both had manag-ed to get away, Kerr stated that he

was at the wire seven or eight minutes, trying to get Kingscourt Junction. When at last he

erator had told witness he was there was able to get the junction, the express had already passed. Kerr did

not know of any reason why the oper-

ator should not have heard him unless

he was outside or was asleep. The op-

erator had told him that he was there

all the time. He did not know what

other duties the operator might have at that station. Mr. Kerr was sub-

jected to a cross-examination by Law-yer Moore and Hanna.

Kerr's story of the events leading up to the wreck was to the effect that he

sent orders to Watford and Wyoming

operators simultaneously to have the

express meet the freight at Wanstead.

Shortly after Wyoming reported to the

dispatcher that the freight was slow

in getting out. Kerr's order was prop-

ly repeated back by both operators, and Kerr marked it "O. K." Kerr ask-

ed Wyoming why the freight was slow

in getting out, Wyoming replying he did not know. Kerr then called Wat-

ford and asked if No. 5 was coming.

Watford's reply was "Yes." Kerr said, "Min. Ma., bust it." Wyoming then reported freight pulling out. Kerr said,

ported freight pulling out. Acri sain, 'Let her go.' He then called Watford. Operator there reported No. 5 had gone and that he had "busted" order for No. 5. Kerr then called Wyoming and

TAKING HOME THE DEAD

Only Two Bodies Now Remain To Be Sent

to Relatives.

The G. T. R. is doing everything in

its power in the way of extending the

privileges of the road to the friends of

the dead. The company is offering to

pay all expenses of transportation,

both for the dead and the injured.

Only two bodies now remain to be

taken to the places decided upon for

their burial. They are those of George D. Southern, of Lockport, N. Y., and

Miss Toini Baananen, of Duluth, Minn.

been kept at Wyoming, where the in-

taken to Petrolea by relatives yester-

quest is being held today.

The body of Fireman Ricketts has

Miss Ellen Trotter's remains were

The next witness was Train

The following jury was impaneled: J. til 1:30 p.m.

Edward Harvey in charge.

son and C. H. Smith.

Wyoming, Dec. 29. - The coroner's

MESSAGES CHASED FROM

and Wanstead, on the railroad wire, and I tried to raise them on a commercial wire. We both failed to do so, however, until after the express had passed the junction." Carson admitted that he knew it was against the rules | Dispatcher Kerr Tells His Version of the company to cancel a train order without sending a substitute for it, but said that the dispatcher was his superior officer, and he disliked to question his order or dispute his authority to take this action. Dispatcher Kerr's order book in the local Grand Trunk office does not show that the order was "busted," or canceled, as Carson claims. According to the book it was still in force, and should have been delivered to the conductor of the express. Kerr has not made any statement, even to the railroad officials, and will not until he takes the stand at the

inquest. Division Superintendent George C. Jones, of Toronto, says that the rule one of the most dramatic incidents of me rapidly a half-dozen times. When against canceling or "busting" train I answered on the wire he told me to orders is the strictest in the com-'bust' the order. I wrote 'bust it' pany's code. "I do not believe," he said across the order just as No. 5 was last night, "that it has been violated

that we had had an order for him, but patchers in our service. He is the gone," his anxiety became acute. the dispatcher had 'busted' it. He ask- operator who accompanied the train ed me to hurry and write him a clear- bearing the Duke and Duchess of York ing order, which I did. After the train on the royal tour of Canada a year had started and was out of my reach, ago. I have every confidence in him." Other Grand Trunk officials who

the express, called Kerr and asked for

The inquiry was then adjourned un-

H. P. Lawrence's body was taken to

Watford yesterday.

I. B. Burwell, of Sarnia, will be

Brock were taken to Brucefield this

stock, was taken to Simcoe this morn-

oming, will be removed to his home to-

The body of Julia Barnes, of Wood-

The late Robert Stephenson, of Wy-

It is expected that the parents of

George D. Southern, of Lockport, N. Y., will arrive here today and take his

remains home.
Mrs. Bodley, Mr. Clem Bodley and

Lottie Lynch, mother, son and grand-

daughter, were taken to Port Huron

sent to Strathroy yesterday.

The remains of A. Douglas, of the

firm of Douglas & Gordon, private bankers, of Alvinston, were taken to Toronto last night by his brother. The

Stewart were sent to their home in Pe-

Dr. and Mrs. Penwarden, of Grand

Rapids, Mich., will be interred at St.

remains were sent there Saturday

Thomas, where relatives reside. Their

George Burkholder's remains were

removed to Burlington, Ont. yester-

day. His wife and children reside

The body of Guy de Pencier, whose

home was given as Lacrosse, Wash.,

has started on its long journey to Col-

fax, Wash. Rev. N. A. de Pencier will

The body of Miss Nelie Geddes was

Genuine

Carter's

Must Bear Signature of

Breut Sood

See Fac-Simile Wrapper Below

FOR BILLOUSNESS.

FOR TORPID LIVER.

FOR SALLOW SKIN.

FOR THE COMPLEXION

PILLS. FOR TORPID LIVER.
PILLS. FOR CONSTIPATION.

Price Purely Vegetable.

CURE SICK HEADACHE.

CARTER'S FOR HEADACHE.

Very small and as easy

to take as sugar.

SECURITY.

accompany his brother's remains.

ABSOLUTE

interment will be made there.

The bodies of Mr. and

trolea vesterday.

The remains of Alex. Cameron were

auxiliary to be sent, as a collision had

must stop her."

occurred.

yesterday.

night.

Culbert, James Wilson, Pierce Baker, buried at the Burwell Cemetery, near

John Gibson, Rev. J. M. Gunn, Robert Mount Brydges, tomorrow.

taken to her home in Sarnia yesterday. | Chicago. Engineer Gillies, of Sarnia, will be interred at the family burying plot in Ailsa Craig. His remains were taken there yesterday.
Wilson Morton's body was taken to

The man whose identity has now been established as Thomas Kelly, of Stouffville, Ont., was taken there yesi terday.

Wilson Morton's body was taken to Toronto, of which city be was a well-hospital, has been sent to his home in known resident before removing to Prescott, Ont.

His Explanation of Why He mediately began calling Kingscourt BOTH ORDERS "BUSTED;" ONLY ONE BY AUTHORITY

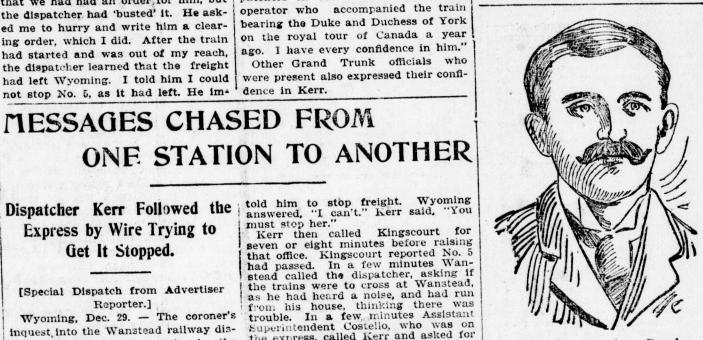
of the Wreck's Cause.

Tried for Eight Minutes to Get Kingscourt Operator.

Freight Train Was Slow in Leaving Price and the undertakers. She is Miss Wyoming and Was Almost Detained There.

The position in which James Kerr, the dispatcher in this city, found himself just previous to the accident, is the whole terrible affair.

It is in his vain attempt to hold the freight at Wyoming so as not to delay the express, that he gained his coming in. Conductor McAuliffe came since the standard, dispatching rules first suspicion that something might go in and asked me what the order board went into effect. Dispatcher Kerr is wrong. When he called up Watford was out against him for. I told him one of the best and most efficient dis- and got the reply, "Train has just



Guy De Pencier, Dead.

Thereupon there ensued his agonized attempt to catch the express before it met the freight. The position was an awful one for any man to be in. was a heart-breaking race from station to station to head off the flying train, with its carloads of people, The remains of J. H. and Violet fore it reached the spot where the freight was. He knew that it would speed straight toward the freight, and there were only two slight chances that an accident could be averted. One was that the freight would make the siding in time. The other was that he would be able to catch Kingscourt Junction and get the semaphore there up in time to prevent the express going fur-

Kerr was in terrible suspense, but he went at his work more calmly than would have been possible in most men.



Archibald Douglas, Dead.

Time after time he ticked off the one word "Kingscourt," "Kingscourt," "Kingscourt," but there was no reply. Again and again he repeated it, and knowing that every second was hurling forward towards death and injury a train filled with people. He could not get Kingscourt, but still there was a slight chance that he might yet stop No. 5. If he could raise Little Liver Pills. Wanstead all might yet be well. Another semaphore would then be be tween the freight and the express. 'Wanstead," "Wanstead," he called on the machine. There was no reply The operator there was not supposed to be on duty. He had said good-night and had gone home, still something

might have brought him back and the London man called and called in his very last hope of stopping the train with its precious freight. At last, at last, he heard the reply and anxiously gave the message, "Stop the Express," It was too late. Back came the reply. "The express

has gone by."
Nearly the last hope then faded away. There was still the chance that the freight had made the siding. Only a few minutes after, however, the instrument sounded again. "Send the auxiliary," was its significant message and Costello's name was

signed to it.

Kerr knew then that his chase of the express nad failed and that Supt. Costello was directing operations for the relief of those who had suffered.

LAST BODY IDENTIFIED

Was That of a Finnish Woman En Route to Her Home in Duluth.

The identity of the hitherto unknown woman killed in Friday's wreck was established this morning by papers discovered in a close search of her clohing by Master of Transportation Toini Baandnen, a native of Finland. She had a ticket from Toronto to Duluth, being on her way back to her home after a visit with Toronto Her relatives have been comfriends. municated with and her brother is expected to arrive today to complete the identification and take charge of the body.

DR. HUTCHISON HERE

Chief Medical Surgeon of the Grand Trunk Finds Sufferers Well Cared For.

The chief medical surgeon of the Grand Trunk system, Dr. Hutchison, of Montreal, arrived in London Saturday afternoon, to personally investigate the medical details of the terrible accident and to see that everything possible was being done for the alleviation of the sufferers.

Dr. Drake, the company's local physician, summoned to his aid the morning of the accident, Drs. John D. Wilson, J. S. Niven, C. S. Moore, W. J. and H. A. Stevenson, who rendered very efficient help to the injured. Their appointment, as Dr. Drake's helpers, was officially confirmed by Dr. Hutchison. Dr. English, who is Dr. Drake's official assistant, lived too far away to have been summoned in time to reach the wrecking train before it left, but is now in attendance at the hospital. To an Advertiser reporter, Dr. Hutchison praised very highly the work done by the physicians at the wreck and at the hospital, the nurses,

Superintendent Heard and Miss Mayou. The hospital arrangements are all that is satisfactory," said Dr. Huchi-"and do great credit to all concerned. Practically at a moment's notice, the hospital was called upon to handle 25 cases, a contingency to test the efficiency of any institution. The arrangements are practically perfect and London is to be congratulated on possessing a hospital of such splendid I am safe in saying that capacity. even the big Montreal hospitals could not have done as well as your hospital, for the accommodation there is always taxed to the utmost and there is little room for such a rush of cases.'

Dr. Hutchison said that the Grand Trunk Company was prepared to pay all reasonable expenses incurred for the care and treatment of the injured. He returned to Montreal last night.

GOOD HEALTH IS IMPOSSIBLE without regular action of the bowels, Laxa-Liver Pills regulate the bowels, cure constipation, dyspepsia, bilious-ness and sick headache.

IT MAY BE only a trifling cold, but neglect it and it will fasten its fangs in your lungs, and you will soon be carried to an untimely grave. In this country we have sudden changes and must expect to have coughs and colds. We cannot be a support to the coughs and colds. to have coughs and colds. We cannot avoid them, but we can effect a cure by avoid them, but we can elect a cure by using Bickle's Anti-Consumptive Syrup, the medicine that has never been known to fail in curing coughs, colds, bronchitis and all affections of the throat, lungs and

IT IS ONLY necessary to read the testimonials to be convinced that Holloway's Corn Cure is unequaled for the removal of corns, warts, etc. It is a complete extinguisher.

BURDOCK BLOOD BITTERS is the best known remedy for dyspepsia, constipation and biliousness, and will cure all blood diseases, from a common pimple to the worst scrofulous

Kenwick Quartet at athletic entertainment, Dec. 31.



Use Big & for unnatural discharges, inflammations, irritations or ulcerations of mucous mem'ranes. Painless, and not stringent or poisonous. Sold by Bruggista,

TWO GOOD BOYS WANTED; ALSO one broommaker. Apply Welford Bros., Glebe street.

BIRLS WANTED. REASON'S PAPER Box Works, 80 Dundas street. 79n

ANDREW'S SOCIETY-TICKETS for New Year's cheer given tomorrow, 10 to 12 o'clock, at office Alex. Tytler, Masonic Temple.

WANTED AT ONCE—A GOOD COOK; family of four; no laundry work; \$12 a month. Apply to Mrs. Furness, 652 Talbot street.

Striking Values

Wrapperette Waist Cloths and Shakers.

It's not often that such low prices are quoted on such splendid Wrapper-ette and Flanneiette values. But we aim to sell a great lot, and have cut

prices down to do it.

Now, you buy our regular 121/20
yard Wrapperette Waist Cloth at 10c yard, our 18c line at 15c yard, and our 25c line at, per yard18c You should not let such striking

alues as these pass. A big bargain in Striped Shaker Flannel, 32-inch; our regular price is \$c yard; can be bought now for

regular 12½c yard Shakers in nice striped patterns, at only10e Also a full line of Plain Shakers in shades of white, blue and pink, one yard wide, and a snap at 121/20 line of Shakers in colors and stripes

Buy now, while you can save money.

BAYLEY'S

FOR THE NEW YEAR.

GEORGE PETERS'

Short Cake (Name on every piece)

Mince Pies F(illed with our own mince meat).

HAD OVER 500 BOILS.

This may seem an exaggeration to you, BUT IT IS TRUE. All sufferers from Bad Blood should read

about this miraculous cure by BURDOCK BLOOD BITTERS.

CURED IN 1885.

Mr. David F. Mott wrote us from Spring Valley, Ont., in 1885. He said:-I suffered from impure blood and had over 500 boils, but since taking BUR-DOCK BLOOD BITTERS I am entirely cured, and can recommend it to any person troubled with bad blood.

CONFIRMED IN 1901. Mr. Mott writes us from 62 Broad St. Utica, N.Y., under date of Dec. 31st, 1901. He says:-Some time ago I received a letter from your firm, saying that some years ago you received a testimonial from me, stating that I had over 500 boils. Yes, sir, I had, and I must say that I have never had the reappearance of one since I took the course your BURDOCK BLOOD BITTERS. I thank God that I have had good health ever since, for I was a great sufferer. I wish B.B.B. a world of success, which it surely deserves.

For sale at all druggists or dealers. THE T. MILBURN Co., LIMITED, TORONTO, ONT.

THE MOST NUTRTIOUIS.

FDDC'S

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in 1-4 lb tins, labelled JAMES EPPS & Co., Ltd., Homœopathic Chemists, London, Eng.

GIVING STRENGTH AND VIGOR.

__A__ BRECHE A MANON

LADY TELLS OF HER EXPERIENCE

DOAN'S KIDNEY PILLS The Great and Well-Known Kidney Specific for the Cure of all Kidney

and Bladder Troubles.

Mrs. P. Bertrand, Breche A Manon, Que., writes:-I think it nothing but. right for me to let you know what DOAN'S KIDNEY PILLS have done for me. For five months I was badly troubled with a sore back, and such severe pains in my kidneys that I could scarcely walk at times. I got a box of DOAN'S KID-NEY PILLS, and before I had them half taken I was greatly relieved, and with another box I was completely cured. I cannot help but give them all the praise I can, and will never fail to recommend

them to all kidney sufferers. DOAN'S KIDNEY PILLS. are 50c. box, or 3 for \$1.25; all dealers or The Doan Kidney Pill Co., Toronto, Ont.

LOST-ON DEC. 23-A LADY'S BELT brooch, brown, oval agate. Reward on return to this office.

ALLAN LINE STEAMERS SAIL FROM St. John and Halifax for Liverpool-Bavarian, Saturday, Jan. 8; Tunisian, Saturday, Jan. 8; Tunisian, Saturday, Jan. 10. Direct ships, New York to Glasgow—Sardinian, Saturday, Jan. 10. F. B. Clarke, next Advertiser,

LOST-AN UMBRELLA, ON THE 29th

inst.; initials "W. S." on handle, ward on returning to this office.

DRONCHITIS, the forerunner of Consumption, is cured by using

—In successful use for over 28 years.— Prepared by W. T. OWBRIDGE, HULL, ENGLAND. At all druggists, price 35 cents and 75 cents.

"I have given your Lung Tonic for severe asthma and bronchial affections, combined with much coughing and it has immediately given relief when all other remedies have failed." Charles F. Forshaw, D.D.S., Bradford.



THIS ADVERTISEMENT CHANGES EVERY DAY 176 and 178 Dundas St., London, Monday, Dec. 29, 1902.

Blue Flame Oil Heaters

3 only Blue Flame Oil Heaters, single burner, and 4 only Blue Flame Oil Heaters, double burner, to sell on Tuesday at \$5 00 and \$10 00 each.

Secure one of these Stoves now, as no more can be procured this season. No smoke, no smell, no wick. Hundreds in use in the city giving perfect satisfaction.

A choice line of Hockey Sticks, choice Hockey Skates, pair	
3 dozen good strong Leather Halters, reg	390

2 dozen good Web Halters, regular 25c, clearing Tuesday, each ... 19c Rope Ties with ring and snap, only, each 10c

1 dozen only No. 9 Nickel Kettles, regular \$1 25, 8 a.m., each 85c

MORE NEW CHINA. We have some new and very fancy patterns in Berry Dishes and Nappies, Salad Plates, Cups and Saucers, Porridge Sets, etc. See our DINNER AND TEA SETS AT VERY REDUCED PRICES.

Fancy Parlor Lamps, worth \$5 00 and \$6 00, only a few left, clearing

SPECIALS IN WOODENWARE.

Clothes Pins, Tuesday 4 dozen for	5e
Butter Bowls, 15c and	250
Rolling Pins, each 8c and	10c
Axe Handles, 10c and	15c
Mop Sticks, only each	9c
Pillow Sham Holders, pair	15c
A choice line of Brooms at 15c and	20c

Tin Dippers, Dust Pans, Fire Shovels, Pie Tins, etc., each..........5c

We carry a good line of Coal Hods, Ash Sifters and Snow Shovels.

25c-HANDSOME GIFT PICTURES-25c.

22 only handsome gift Pictures, with heavy brass corners, stand

CALENDARS.

Any Calendar in the store at less than half price Tuesday. Our fine Stationery Department is now complete. Choice writing materials in all kinds.

VISIT OUR ART ROOM.

WOODS' FAIR



"Oh, no; don't let him suspect that I only what he chooses to tell you of him-have told you anything." Queen Bess self, and I confess I am somewhat sus-said, nervously: "but I wish he had picious of him." said, nervously; "but I wish he had stayed in New York. She turned away and looked out of the car window, and scarcely spoke for hours after that, while Dr. Ashton felt far from comfortable beneath her displeasure. As they neared London he tried to divert her mind by talking of various subjects, but she was still reserved and cold toward him, for she felt he had overstepped the bounds of his authority as escort, in giving young Reynolds such an invitation without consulting her. At last, determined to break up this uncomfortable state of affairs, Dr. Ashton re-

marked:
"I am sorry, Queenie, that you are so annoyed over my blunder, and I'll try to straighten matters if you'll only tell me how; but truly, if I were to speak my honest convictions, I should say that you might have done better than to have refused young Reynolds." Queen Bess turned upon him with a pook of indignation that made him in-

wardly quail. 'What do you mean?' she cried, with a scornful curl of her red lips.
"Why, he is a fine-looking young fellow; he has a large fortune, and occupies an enviable position in New York society that would make almost any girl happy."

"He has no worthness of his own to thank for either fortune or position," Queen Bess retorted, spiritedly. "They are simply the accidents of birth. I imagine you don't know his real character very well, Uncle John."

The man winced at this shaft, but he was bound to work for his generous patron, so he reproachfully responded:
"I am afraid that you are prejudiced against him, Bessie."
"Yes, I am and with reason." she

I am, and with reason," she reed, with quiet scorn.
"What reason?" he inquired, with ap-

'Do you know what he did to Ken-th?" Bess demanded, with blazing eyes. "No."
She told him the story of Laurence
Fane's stolen watch, and Egbert Reynolds' agency in having Kenneth arrested for the theft.
"How did you learn all this?" Dr. Ash-

asked when she had finished the re-Kenneth told me, of course."

"Kenneth told me, of course."
"Oh! that is his story," returned the
man, with significant emphasis: "but
there are always two sides to an affair
of that kind, and I think I should like to hear Mr. Reynolds' version of that before I judge him too severely." before I judge him too severely."
"Uncle John, do you mean to imply hat Kenneth would tell me a falsehood?"
ried the young girl, with crimson cheeks.
"I think it very likely that any young man would be apt to color a story of that description to suit himself." was the cool rejoinder, for Dr. Ashton was determined to take a decided stand now that matters had reached this point and I may as well confess, Bess. that for one could never see so much to admire in that rather doubtful Keith."
"What do you mean by speaking of him in such a way" Queen Bess asked, with an ominous flash in her dark eyes.
"Why, he has no family, no position, no more." You know pathing about him. no money. You know nothing about him,

A True Narva T will act, not so much directly upon the nerves as upon the digestive functions and the abundant formation of red, vitalizing blood. Nerves can't be fed on medicine. They can, however, be restorded and strengthered by assimilated food. The marvelous action of Ferrozone arises from its action over the digestive and estimative processes. When you take rerozone the blood is purified, strengthered and grows rich and red. Then you cow vigorous, healthy and beautiful ady for work, because you have the rength to do it. No tonic for the brain, ood or nerves compares with Ferrozone. sice 50c, at druggists or Polson & Co. will act not so much directly upon the

only what he chooses I am somewhat suspicious of him."
"I think you are very cruel, Uncle John, to slander Kenneth in this way behind his back," Queen Bess said, with quivering lips. "I am sure Mr. Stark's commendation and preise are very very commendation and praise are very reliable, and worth a great deal, and he cannot say too much in his favor." "Well, you must make some allowance for a man who has his pet hobbies and rides them to death; and Mr. Stark is a person of that kind. His paper is the sun and center of his existence, as everybody knows who is acquainted with him. Young Keith, having a natural desire to rise, has devoted his energies to his em-ployer's interests, and has consequently come a favorite with him. But. Bessie. I may as well tell you, first as last, that I am very unreconciled to your engage-ment with him." Dr. Ashton had at last defined his post-

tion, and Bess knew that she should have no sympathy in the future from her uncle where Kenneth was concerned.
"I am very sorry, of course, but that cannot make any difference with the fact," Queen Bess replied, constrainedly.

Her independence and loyalty to Kenneth angayed bine.

"You forget, Bess, that I am your guardian, and that it is my business and duty to caution you against making mistakes that you may hereafter regret, and to watch over your interests," he re-plied, in a tone such as he might have used toward a fractious and unreason-

"You are the guardian of my property." Bess replied, after a moment of silence, during which she had struggled for self-command, for she was very angry. "Alice had the right to appoint you as such, but she had not the right to give you any personal authority over me, neither have you any right to trench upon my liberty." personal authority over me, neither have you any right to trench upon my liberty; and. Uncle John, if we are to be good friends, you must never speak in this way again about Kenneth. He is my promised husband, and I shall surely become his wife if we both live," she concluded, spiritally.

luded, spiritedly.

The man beside her had hard work to repress an oath from escaping him as he realized what this spirited speech

meant.

Although Queen Bess could have no knowledge of his plots regarding her, yet the attitude which she assumed was like an open defiance of his schemes, and he foresaw that it would be no easy matter to subdue her independent spirit and bring her to submit to his wishes.

Still, the ocean was between her and her lover; he controlled all her money; she was dependent upon him for every dollar that she wanted to spend, and it would go hard with him if he should not eventually succeed in bringing her to his terms.

He was determined that when she returned to America she should go as Eg-bert Reynolds' wife. Still, he did not wish to clash openly with her, if he could avoid it; he would much prefer to win her consent to his measures or employ stratters. measures, or employ strategy in carrying them out, so he turned to her with an

them out, so he turned to her with an indulgent smile, saying:

"My dear child, and the loss of your friendship," and he patted her affectionately upon the shoulder. "I am afraid, old bachelor that I am, that I forget with what partial eyes young people regard their lovers; but do give me credit, Queenie, for having your interest at my heart, for truly it would grieve me sadly to have you wake up to the fact, when it was too late, that all your devotion and loyalty had been misplaced. Ah! here we are at last in London," he pursued, as the train rolled into the great station, "so let us forget all unpleasant topics and prepare to enjoy our holiday to the utmost."

The party had engaged pleasant apartments in a delightful quarter of the city, and thither they proceeded at once [Te be Continued.]

TO PLAY FOR STANLEY CUP

Announced Willingness to Meet Winnipegs Before Feb. 10.

Ned Brusso, of Galt, Whips Tom Mc-Cune in Detroit.

By Way of Comment,

The achievements of "Skeets," or J. H. Martin, in England during the past season were very considerable. But for his unfortunate fall, when riding Argovian at Redgar, in August, "Skeets" total of 80 victories would doubtless have been materially larger. As it is, however, his list of victories includes no less an achievement than piloting the winners of the Epsom Derby, the \$50,000 Princess of Wales Stakes and the July Stakes at New-market, the Prince of Wales Stakes at Ascot, the Levant Stakes at Goodwood and several races for Messis. Keene and W. C. Whitney. The latter gentleman has secured first call upon Martin's services for 1903. Several of the American jockeys demonstrated an ability to find their way to the winning post. Harry Lewis won 19 races out of 149 mounts, C. Jenkins 17 out of 156 mounts, while F. Cowman won 11 out of 76 mounts.

It is stated that J. J. Ryan and Frank Fowler have resuscitated the American Turf Congress in order to induce owners to race at Newport and to fight the Western Jockey Club. According to the New York Sun, turf-men all over the United States look upon the movement as a gigantic bluff. Three of the tracks to which dates have been assigned do not exist as yet. The American Turf Congress will proceed to reinstate all persons that have been ruled off by the Western Jockey Club. Ryan's difference with the Western Jockey Club was caused by the fact that he got into trouble at Fort Erie in connection with an alleged "ringer," and that when he asked for the privilege of making a book at the present New Orleans meeting he was turned down. Ryan is wealthy and boasts that he has two books and a stable of horses at work on the New Orleans track in spite of the effort to keep him out. When Ryan projected the Newport meeting he opened his pocketbook and offered to pay for the transportation of horses and jockeys to the track in Kentucky. As a result it is said that he has been waylaid at every hand by persons who saw a chance to pick up some "easy money." Ryan's warfare against the Western Jockey Club so far has cost him \$25,000, it is said, but he shows no signs of locking up his

There has been much useless talk made about the incident that occurred at Butte, Montana, a week ago, when one Jack Monroe was given a decision over Jim Jeffries. The sobbing sheets and the sporting writers who would rather seek sensations than straight news have made much talk about the roe's prospects of becoming heavysecond-raters who go on in exhibitions in an attempt to get the money hung up for a successful attempt to stay with a champion. Most of the boxers who do this sort of thing are really out before they don the gloves. Monroe thought that he had a chance to stay, went after the champion in the opening round, taking him by surprise, and then worked to stay through the remainder of the four periods. Jeffries, like most champions, was careless. In addition he is not in any sort of shape at the present time, and had no speed. He never was noted for his ability to finish an opponent in short order, if that opponent had any science at all, and it is not surprising that in the three rounds that were left after he recovered from his amazement that he could not put away the rugged Montana lad, who clinched as often as possible, and thus killed valuable minutes. Griffin beat Monroe in the only professional bout that he ever had, and Griffin has never been rated as of much class. Young Corbett has been outpointed several times since winning the championship, but not person believes that any one of the boxers that he has met since McGovern his equal. Terry McGovern ran into an experence that suggests Butte affair, though Terry was not bested, when Joe Tipman tried to surprise him and beat him in an exhibition go. Mr. Monroe must show us before he can be rated as one who is likely to cut a figure in the ring

Riley Grannan, who is figuring at New Orleans just now, admits that more respect, more money, more horses and more everything is to be seen connected with the sport in England, but, like all his kind, he thinks that the great prejudice existing in most all foreign countries is aimed solely at Americans.

HOCKEY.

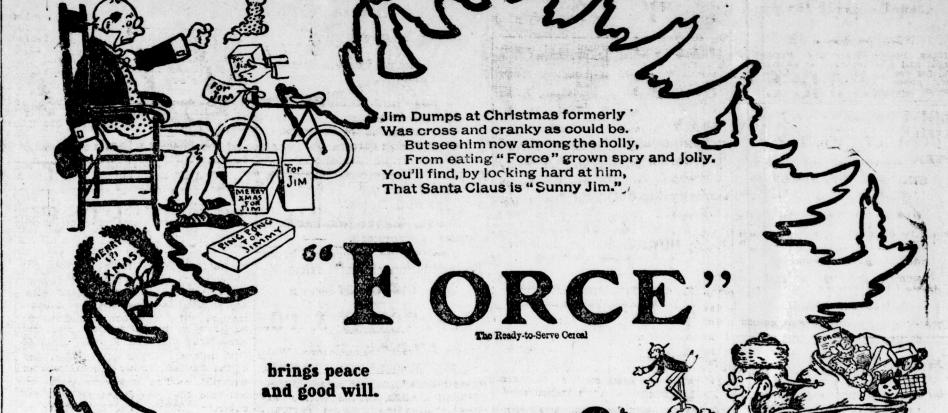
MONTREAL WILL PLAY. Montreal, Dec. 27 .- President Chitty, of the Montreal Hockey Club, tonight sent an official letter to Trustee Ross, of the Stanley Cup, expressing the club's willingness to play the Winnipeg Victorias for the cup before Feb. 10, if the league so decided, and suggesting that the matter be left over for another week so that the league might

JEALOUSY AMONG HOCKEY LEAGUES. Kingston, Dec. 27.-The management

Hope for Rheumatics.



If you have Rheumatism why don't you try my Rheumatism Cure? It has cureo thousands who had given up all hope of recovery-It can cure you. Try it. It costs but you of pain. In from one to three days it will drive the disease out. Get it tedayyou will thank me .--- MUNYON.



Sweet, crisp flakes of wheat and malt,

A Wonderful Boon. 'Force' Food has been a wonderful boon to me,

and I have eaten almost three cases now. I want to thank you very much for the benefit I have received

from it. I can't see how I could have got along with out it.

H. H. MILLER."

of the Quinte District Hockey League is making a great noise just now. They are going to run the O. H. A., Western Ontario, Trent Valley and every other hockey organization off the earth, according to some of the dispatches sent out from the towns of the district. The statement made in some of the dispatches that the Quinte League could have had Campbellford and Stirling is not according to facts. Valley, and we believe we are well informed when we say that the idea

of their going into the Quinte League

was not seriously considered for a

moment.

MEETING AT WOODSTOCK. Woodstock, Dec. 27.-At a meeting neld here last night the following schedule was adopted for Group No. miner-boxer, and have indulged in 13, Intermediate O. H. A.: Stratford columns of type in discussion of Mon- at Ingersoll, Friday, Jan. 9; Simcoe at Woodstock, Friday, Jan. 9: Ingerse'l weight champior. As a matter of fact at Stratford, Wednesday, Jan. 14; Monroe's performance amounts to nothing. It simply shows that he has much more sand than most of the 20; Simcoe at Stratford, Tuesday, Jan. 16; Woodstock at Ingersoll, Tuesday, Jan. 20; Simcoe at Stratford, Tuesda 20; Ingersoll at Woodstock, Friday, Jan. 23: Stratford at Simcoe, Friday, Jan. 23; Woodstock at Startford, Monday, Jan. 26; Simcoe at Ingersoll, Tuesday, Jan. 27; Ingersoll at Simcoe, Thursday, Jan. 29; Stratford at Woodstock, Friday, Jan. 30.

Referees: Ingersoll, R. A. Williams, J. G. Smith; Simcoe, W. B. Tomlinson, A. H. Coombs; Stratford, C. R. Rankin, Charles Farquharson; Woodstock, C. Farnsworth, Hugh Jack.

CHAMPIONSHIP TEAM. Toronto, Dec. 27 .- William Y. Mills secretary of the Frontenac Hockey Club, of Kingston, informed the O. H on Saturday that the Frontenacs

had decided to resign from membership in the association. Mr. Mills stated that the club sincerely regretted being compelled to take such action, and added that although the Frontenacs may decide not to go to Pittsburg, they and their friends did not believe the O. H. A. executive had given their case suffi-

cient consideration. The Frontenacs were grouped in District No. 1 senior series, with Cornwall and Smith's Falls. James T. Sutherland, of the Frontenacs, was convener of the district, and the schedule meeting was billed for Brockville. Smith's Falls and Cornwall will play home-and-home games, and the winner will meet the winner of Group No. 2. which consists of Wellingtons, St. George's and Sault Ste. Marie.

LOCAL SCHEDULE. At a meeting of representatives of the three clubs in the local district. held on Saturday evening, the follow-Jan. 7-At Watford, Seventh Athletic Association vs. Watford.

Jan. 14-At Jubilee Rink, St. John's Athletic Club vs. Seventh.
Jan. 19—At Princess Rink, Seventh Jan. 23-At Watford, St. John's vs. Jan. 26 .- At the Princess, Watford vs.

St. John's. Jan. 30-At the Jubilee, Watford vs.

Messis. A. B. Cox, C. W. Smith and Fowler, of Fatford, were the representatives of the three clubs at the meeting. Besides arranging a schedule they appointed Jack Hobbs and Brown. of this city, to referee the matches between the Seventh and St. John's, and Jack McNee to referee the games with

AT STRATFORD. The Seventh Regiment intermediate team of the Ontario Hockey Association will play an exhibition game at Stratford this evening with the club of that city. The Londoners will leave for Stratford on the 5 o'clock train and return at 9:35 p.m. The G. T. R. authorities will hold the train if found necessary. The tickets are good to resturn the following day. The London line-up will be as follows: A. Smith, goal: Leddy, point; Chuck Smith, Lawlor, Taylor, West and forwards. All lovers of the game of hockey should make an effort to attend the opening game at Strat-ford this evening.

THE RING.

BRUSSO THE WINNER. Detroit. Dec. 27.-Three bouts at Light Guard Armory last evening, in each one of which Referee Terry Mc-Govern was called on to return a winner inside of the stipulated ten rounds, made up the best card from the standpoint of excellence of entertainment that the local arena has furnished for some time. Noah Brusso, formerly of Galt, Ont., put away Tom McCune in seven rounds; Whittaker won from Zoltowski in three, and Johnnie Beau-

\$50 for a Minute's Thought.

We want a name for a cigar. A cigar that is unsurpassed at ten cents. To stimulate interest and induce bright people all over Canada to suggest suitable names, we offer

\$100.00 in Cash Prizes.

The Prizes Will Be Divided as Follows:

\$50 to the one suggesting the name chosen.

\$10 to the one sending in the 25th coupon received.

\$5 to the one sending in the 50th coupon received.

\$10 to the one sending in the 100th coupon received.

Canadian Cigar Syndicate,

And 25 prizes of \$1.00 each to the sender of every 50th coupon received after that.

Each suggestion must be accompanied by this coupon and 25c for three of these un-named cigars. Send 75c for a box of ten of these cigars and you'll be entitled to suggest three names. The competition closes at midnight February 28th. The selection will be made by a committee to be appointed later. The winners will be announced on or before the 14th of March.

Canadian Cigar Syndicate, 821 Craig St., Montreal.

I inclose.....cents for a box ofCigars and suggest..... as a suitable name for the Cigar. Name..... Province....

821 Craig Street, Montreal, Que.

counted in speeding the close of the

The men started out with extreme

respect each for the other. The first

two rounds produced little in the

landing line, the boys feeling each

stomach repeatedly, but was always

short. Brusso also worked for the

went this way until the opening of the

third, when the men settled down to

work. Brusso went after McCune and

got his left to the jaw several times,

though never effectively. Both men went down in this round, but in each

ease it was due to tripping. The fourth

was very similar to the receding

of Brusso, who scored one clean knock-

The fifth was the feature round of

this contest, either boy at different

win. There were three knockdowns in this period, Brusso scoring two and

speedy work, going to McCune's jaw.

The latter worked for Brusso's stom-

period Brusso looked to be a little

tired, while McCune was coming. Both

of the men were willing to stall

through the sixth, and it was repeti-

Brusso started after McCune when

the bell sounded for the seventh, rush-

ing him about the ring and working

his left for the jaw. With the round

a little less than half gone, he got Mc-

Towards the close of the

ach and drove home a couple

tion of the opening round.

counted.

stages looking to have a chance

round, with the work a shade in favor

body, but landed no stiff ones.

son, of Buffalo, in the same length of left hook to the point of the jaw, time that was required for the main grogging the east side champion. event. Each go was fast, and all were Cune backed away to the center of the ring, and Brusso feinted with the left Brusso and McCune put up a bout again and shot over a straight right, that was surprisingly speedy and free solid on the point. McCune went down, from simple slug for a pair of middle-all gone. He came up inside of the all gone. He came up inside of the weights. Up to the period that brought count, but was easily dropped again, the finish, the seventh, the go was and as it was apparent that McCune sufficiently even to be called a draw. could not finish the round, McGovern McCune boxed cleverly, both offensivestopped it and declared Brusso ly and defensively. Brusso used more caution than in most of his earlier conwinner. There were 20 seconds to go. FITZSIMMONS PUT AWAY HIS tests. He had the punch, however, MAN. and every clean blow that he landed

Bozeman, Mont., Dec. 27.-Robert Fitzsimmons knocked out Mike Ranke, Watsonians, as well as the Wanderers. the heavyweight fighter of Eastern Montana, 15 seconds after the gong had sounded for the second round last night. Ranke weighed 190 pounds and went down before a heavy jab on the other out and landing little other than slaps. McCune tried his left for the jaw. McGOVERN-CORBETT FIGHT FOR

LOUISVILLE.

Detroit. Dec. 27.-According to a dispatch from New York, received last night, Sam Harris, who called off his end of the McGovern-Corbett bout, as far as Detroit is concerned, some days ago, is not simply dickering with Louisville, but has closed with an offer from that city. Harris, according to the dispatch, has alrady given his word to Gray, of the Southern A. C. and has agreed that Terry shall meet Borbett on or about Feb. 20.

FOOTBALL.

NEITHER COULD SCORE. Edinburgh, Dec. 27.-The All-Canadian Rugby football team and the Edinburgh Wanderers played this afternoon and, after the most exciting and keenly contested match of the tour, so far, neither team was able to tally a point. The weather was fine, but very windy, and the ground was excellent. Fully 1,500 persons witnessed the contest

The teams were very evenly matched, but it was easily noticeable that the Canadian had yet much to learn about the English game. The Canadians expected to win today, believing bien scored a victory over Terry Fergu- Cune near the ropes and swung a hard that their opponents were not equal to

The Canadians' passing and forward work showed great improvement. Five minutes before the finish the fortunately for Canada, blew his whistle, cutting short a Wanderer player, who was on the point of scor-Several members of the Canadian team complain of not feeling well. Powers, of the Canadians, showed great cleverness and was repeatedly cheered. The Canadian quarters are not yet into the full swing of the Eng-

The Edinburgh team was composed of men from the Academicals and The Canadians were greatly disappointed at not winning.

BASEBALL. BASEBALL PEACE NEGOTIATIONS

Boston, Dec. 27.-In the peace negotiations between the committees of the National and American Leagues at Cincinnati on Jan. 5, the subject that will be given the right of way, it cities where there are now conflicting clubs. Among the National League magnates no one will advocate this move with more persistency than A. (Continued on page 8.)

Cook's Cotton Root Compound.



No. 1 and N. 2 sold in London by C. McCallum & Co., and Anderson & Nelles, druggists.

the means of saving him from the

lump of coal fell on his foot, breaking

several of the small bones in it. In

spite of the intense pain he suffered

he heroically stuck to his post and

fired his engine through to Niagara

Falls. He could not take the return trip, however, so Fireman Ricketts relieved him, and went upon the trip

which was to prove his last. Fireman

Shabbrook was brought to this city,

and is now resting at the home of his

brother-in-law, Mr. William Gorman, of Hyman street, Shabbrook seems

a few bruises. He is the son of a

WONDERFUL ESCAPES

well-known Arva farmer.

TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT

(Continued from page 5.)

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Perfecting Plumbing

Years of close application to the theory and practice of Plumbing enable us to insure absolutely perfect work. If the house is new we can make it faultless with Modern Plumbing-if old we can modernize it with New Plumbing. Estimates willingly given. 'Phone 503.

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Gent's Plain Gold Links.
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R. K. COWAN BARRISTER, SOLICITOR, ETC., County Bidgs., next Court House, London there."



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Coupes and hacks in connection. MUSIC AND DRAMA

AT THE GRAND TONIGHT. A realistic reproduction of everyday life, from the slums of the Ghetto to the luxurious life and glitter in the mansions along Riverside Drive, in the great New York metropolis, will be shown in "Searchlight of a Great City," at the Grand tonight, at popular price.

A SCENIC GEM. Scenically, "The Emerald Isle," the new Sir Arthur Sullivan opera—the last work of the famous composer whose musical genius is forever stilled—is said to be a rarely beautiful production. The first scene shows the gardens of Ireland's Lord Lieutenant—the official of the story, of course, not of actuality. The second scene pictures are caves of Carrig Cleena at night. This is a legendary spot, said to be people at moonlight with fairies. The costumes of the first act are pretty gowns worn by the peasantry, smart red coats and cream-colored knickerbockers worn by a regiment of Devonshire soldiery, and the state robes and purples of the Lord Lieutenant and his retinue. "The Emerald Isle" is booked for the Grand tomorrow evening. "SMART SET" COMING.

What promises to be a novelty this season is "The Smart Set," the attraction evening. This is the newest of Mr. Gus Hill's productions, and he has engaged a company of colored artists entire as its interpreters. Ernest Hogan the color nowledged premier monologist of color, heads the list, and is assisted by the funny Billy McLain, long known as the most entertaining of "coons," and Mattie Cordella, two clever colored female artists, who have no rival in their respec-tive lines. The company numbers 50 of the best colored talent available, and the music, scenic effects, costumes, etc., are all most elaborate. THE PREMIER OF "CASTE."

The first production of T. W. Robert-ion's comedy, "Caste," was made April 1, 1867, in the Prince of Wales' Theater. London. Since then it has been revived more frequently in England than any of the old comedies. It has often been successfully produced in this country, the last interpretation being made a few season ago by John Hare in New York. This season a notable revival of the sparkling play is given, with perhaps the strongest company ever gathered together for "Caste" in America. The players are all artists of national reputation, several of whom have starred successfully in well-known productions. Included in the company are: Robert V. Ferguson, who shared the honors with Katherya Kidder last spring in "The Country Girl"; Mary Scott, the beautiful Californian actress, who starred in several Frohman pieces on the Pacific coest; the Countrys of who starred in several Frontian pieces on the Pacific coast; the Countess de Castelvecchio, recently with Sir Honry Irving's company; William Hazeltine, who occupied a leading position in Augustin Daly's company; Lawrence Griffith, who has appeared in principal roles in many important productions; roles in many important productions; William A. Evans, the well-known come-dian, and Miss Sadie Handy. Manager O'Neill, after weeks of negotiations, has succeeded in booking "Caste" for the Grand Opera House on Saturday, Jan. 2

MARKS BROS. ALL WEEK. Marks Bros.' company continue to draw big houses at the London despite the stagnation in theatricals which usually marks the period between Christmas and New Year's. On Saturday night balcony and gallery were sold out, and the parquet was well filled. Tonight's play is "The Pride of the Army," a military drama, which has not been hitherto seen

Happiness is the proper goal of human fort, and health is indispensable to ittake Hood's Sarsaparilla.

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For Calendar and further information

This is the season of the year when the best is desired by all, and the quality of what you eat must be good to keep in line with other things.

For table use, for cooking, for every rurpose, good butter and reliable, fresh eggs are a necessity. We sell them. 'Phone 1,024.

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Solid Gold Child's Ring, 50c to \$1

Ledies Solid Gold Rings, \$1, \$1.50, \$2.50, \$3.50, \$4, \$5, \$6, \$7.50, \$8.50,

Gents' Solid Gold, \$2.50, \$4.50, \$5.50, \$6.50, \$7.50 to \$11.

THE JEWELER.

214 Dundas Street.

TO PLAY FOR STANLEY CUP

(Continued from page 7.)

H. Soden, the head of the Boston Club.

President Soden does not expect that

consolidation will be brought about

this year, admitting, however, in his

opinion, the contrary may possibly be

the case, but that, sooner or later, there will be a consolidation of clubs

in all cities where both leagues are

located may reasonably be depended

"I would consider buying, or I would

89, \$10, \$15, 817 50 to \$200.

Every one guaranteed.

Gold

G. YOUNG,

Rings.

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medial Gymnastics, Fencing.

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Gathering... We have the choicest of

New Years

For Your

Choice Plum Puddings, Florida Oranges. California Navel Oranges, Pink Malaga Grapes, Choice Table Raisins, Candy, Creams and Chocolate, Mixed Nuts,

Figs and Dates. We still have a good assortment of Crackers.

Your phone orders will have our most careful attention. Call Up 317.

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The Ontario Loan and Debenture Company,

Cor. Dundas St. & Market Lane

Paid-Up Capital, \$1,200.000. Reserve Fund, - \$560,000. 3½ Per Cent on Deposits JOHN McCLARY, President. WM. F. BULLEN, Manager

AND THE RESIDENCE OF THE PARTY be given a royal welcome by the local

THE TURF.

THE DAY AT NEW ORLEANS. New Orleans, Dec. 27.—Two handi-caps and a two-mile selling race were decided over the Crescent City's fast track today, second choices beating the favorites in all three races. Summar-

First race, selling, 1 mile-Eva Rice, 113 (Graham), 10 to 1, 1; Lord Pepper, 121 (Helgerson), 20 to 1, 2; Montanic, 118 (J. Conley), 15 to 1, 3. Time,

1:42 3-5.
Second race, selling, % mile—Play-like, 90 (Redfern), 15 to 1, 1; Ed L., 101 (Donegan), 8 to 1, 2; Andes, 102 (Fuller), 3 to 1, 3. Time, 1:13 3-5.

Fourth race, New Orleans handicap, Everyone seemed to be in a jovial % mile—Wealth, 109 (Buchanan), 4 to mood and there was a constant hum 1, 1; Golden Rule, 129 (Redfern), 7 to 5, 2; Federal, 116 (Van Dusen), 7 to 5, no judge of speed, but I should imagine Fifth race, 5½ furlongs—Athiana, 105 or 50 miles an hour. I should judge (Rice), 2 to 3, 1; Harry, 102 (Buchanwe we were about half a mile from Wanan), 7 to 5, 2; Pride of Galore, 105 (Hel- stead when I heard a dull indescribable gerson). 8 to 1. 3. Time, 1:07.

Sixth race, selling, 2 miles — Gin Spray, (R. Murphy), 4 to 1, 1; Brief, 93 (Hoock), 1 to 2, 2; Irving Mayor, 95 (Treanor), 4 to 1, 3. Time, 3:31 1-5. SNOW AT NEWPORT.

Cincinnati, Dec. 27. — It was snowing and the track was hard at Newport Summary: First race, selling, 41/2 furlongs-Hermoso, 107 (Cunningham), 1 to 1, 1; Wiggins, 107 (Downing), 7 to 5, 2; Georgiana, 107 (O'Neill), 7 to 1, 3.

Second race, % mile-Little Emmy,

104 (Burns), 2 to 1, 1; Lady Midas, 111 (Rogers), 7 to 5, 2; Orrie Goan, 116 (Mountain), 2 to 1, 3. Time, 1:18½. Third race, 5 furlongs—The Phantom, 115 (Patton), 5 to 1, 1; Belle Bernard, 115 (Pation), 5 to 1, 1; Belie Bernard, 100 (U. Johnston), 2 to 3, 2; Dr. Carr, 108 (Mountain), 3 to 1, 3. Time, 1:04. Fourth race, selling, 4½ furlongs—March, 109 (Downing), 3 to 1, 1; Lathroy, 109 (Steele), 2 to 3, 2; Criss Cross, roy, 109 (Steele), 2 to 3, 2, Criss Cross, 109 (Mountain), 7 to 1, 3. Time, :57.

Fifth race, 1 mile — Facade, 104 (Goodyear), 1 to 2, 1; Little Ruler, 104 (O'Neill), 15 to 1, 2; Julietta B., 104 (Reddin), 6 to 1, 3. Time, 1:47%. RESULTS AT INGLESIDE.

San Francisco, Dec. 26.—First race, selling, % mile—Aunt Polly, 104 (Waterbury), 20 to 1, 1; Saintly, 104 (Waldo), 8 to 1, 2; Clandator, 90 (Birkenruth), 8 to 1, 2. Time, 1:174.

Second race, selling, 6½ furlongs —
Stuyve, 106 (Donnelly), 3 to 1, 1; Quiz,
II., 110 (Minder), 3 to 1, 2; Iarretierre
D'Or, 106 (Bullman), 7 to 1, 3. Time,

D'arry came Flames had broken out Thirty race, Futurity course-Sylvia Talbot, 106 (Minder), 7 to 5, 1; Claude, 109 (J. Daly), 6 to 1, 2; Organdie, 106

souvenir is a pretty and wonderfully striking likeness of Mr. Robert Sie-

vier's great mare Scepter, by Persimmon—Ornament, winner of the 2,000

guinueas, 1,000 guineas, Oaks and St.

Leger. The Ontario Jockey Club and its clever, wide-awake secretary have

our sincerest compliments and good wishes in return, and well deserve

NOTED THOROUGHBRED DEAD.

Chicago, Dec. 27. — The noted thoroughbred stallion imp. Top Gallant, by

Starling, out of Seamark, by Adven-

McShesney, Olifant and imp. Albula.

those of all lovers of good racing.

consider selling, both as business pro-position." said Mr. Soden, "and if consolidation is brought about this year, (Bullman), 7 to 2, 3. or the next, or the year after that. JOCKEY CLUB SOUVENIR. and if there are still two leagues, Toronto, Dec. 27. — It is the custom of the Ontario Jockey Club Boston will be a National League city or an American, according as these to send out a little souvenir of the season with the compliments of two propositions shape themselves between Soden & Co., and the person or the president and directors, and with persons who own the American League the grace of the powers that be, we should add, secretary. This year the franchise.'

When children are weak,

sickly,-don't eat or sleep well,

Angier's Petroleum Emulsion

after meals and at bedtime makes

them strong, healthy and robust

Sold by Druggists

"My little girl was troubled with Eronchitis and a harsh, hacking cough almost since birth. I gave her Angler's Petroleum Emulsion. It cured the cough, and she almost immediately began to gain in fiesh and improve in color." A. Pubsey Toronto, Canada.

ANGIER CHEMICAL COMPANY, BOSTON, MASS., U. S. A.

CURLING. MILWAUKEE CURLERS FOR THE

SOO. Milwaukee, Dec. 27.-Three or four rinks of the Milwaukee Curling Club will begin practice after New Year's, with the expediation of entering the tenth annual bonspiel of the Northwestern Curling Association at the Soo during the week of Jan. 12. The Milwaukee Curling Club will surely be represented at the big meet, but it has not yet been decided how many rinks

The local club has heard nothing definite from the Scotch curlers, who are expected to land in America this week for their tour of Canada and the United States. If they come they will

to bear a charmed life. He was a member of one of the Canadian contingents to South Africa, and saw perilous service as a scout, but escaped without a scratch. A couple of months ago in a rear-end collision near Stratford, Shabbrook and his engineer jumped. The engineer's neck was broken, but the fireman escaped with

Mrs. Gott and Her Daughter Were Among the Fortunate Ones Who Escaped Injury.

A remarkable and unenviable experience was that of Miss Margaret Gott and her mother, who occupied seats in the first passenger coach. Luckily they were seated towards the back of the car on the right hand side and escaped with barely a scratch. They had just sold their home and effects in Strathroy, where they had lived for many years, preparatory to moving to Kansas City, where they intended making their home. All their preparations have been set aside and they are at present staying with friends in the city. Mrs. Gott suffers slightly from shock. Her daughter

gave an Advertiser reporter the fol-"We had sold out our home in Strathroy, where we had lived for a number of years, with the intention of moving out west. We came on the accommodation from Strathroy and bought tickets here to Kansas City. Having boarded the Pacific Express on its arrival, which would take us as far as Chicago, we comfortably settled ourselves in a seat rather towards the on the right hand side of the first day coach. Things took their usual run for the first three-quarters of an hour or so. Being rather tired little. I was able to see the majority

of the passengers from my position in Third race, handicap, 1 1-16 miles—

Scotch Plaid, 102 (Redfern), 2 to 1, 1;

Potente, 105 (Buchanan), 1 to 1, 2; Honolulu, 102 (Helgerson), 4 to 1, 3. Time. smoking compartment was filled. we were going along at the rate of 40 crash, accompanied by the grinding and splintering of timbers. Seats were violently wrenched and wedged against each other, crushing and pin-ning people all around us. The lights been dashed out in a twinkling. The floor of the baggage car, which had hurled itself into our car with force that cannot be comprehended, shot past and above our seat. I attribute it to Providence that we had chosen that side to sit on. As it was, it was just by the shadow of a chance that we escaped. The edge of the floor of the car came over and to the left of us, securing us so that we could not move. The horrible screaming and groaning of the maimed was terrible to hear and made the suspense more dreadful and hard to bear. One poor fellow in front was crushed into a horrible position. I heard him cry to the Lord for someone to take that weight off him. It was all one terrible mingling of prayers, groans, and cries of little children, the most ex-eruclating and heartrending of all. My mother was even more tightly wedg-

it, believing that it might let the weight down on me and crush my about half an hour before the rescue party came. Flames had broken out in front of us and, caught as we were, like rats in a trap, the experience was one which I sincerely pray will never fall to my lot again. In remarkably short time, however, the flames were smothered and the dreadful tension was removed. Small mercies were ingratefully received then. with lanterns soon came and pulled us out of the small space in which we were held. Part of our clothing had to be removed to accomplish this. I afterwards heard that but for a young man who was taking a drink of water the trains collided the car might have been burned. The realization of this is unimaginable. It is said that when he saw the flames he grabbed two valises, and throwing the contents out, hurried outside and filled them with snow. This example bore fruit, and quickly all who were unencumbered hastened to assist in the work, really more important than res-Fires were built outside the car and as we went to go outside I saw lifeless figures all around. A man

ture, is dead at Willimantic farm of inflammation of the bowels, says a stopped us as we were going towards the car. special to the Tribune from Lexington, "'This is no place for women,' he Ky. He sired among others Anisette, said, 'go on back to the Pullman.' We Curacoa, Galliton, Algol, Typhoon, Sidney Lucas, Onatus, Janeway and took his advice. To my mind the sight in the Pullman was far more harrow-Topsoil. He also sired the dams of ing than the one by the fire. Injured people, with horribly crushed limbs and torn faces lay in the berths, and to add to the ghastliness of it all were crying in the most distressing way for water. Some raved, while others lay calm and pale as if the shadow had passed that way. I saw one blue-eyed, manly-looking fellow trying to eyed, manly-looking fellow trying to find his mother, who lay silent in an upper berth. Beside her was another of her children, suffering great pain. Some kindhearted person took the little boy another instance which struck away. Another instance which struck me particularly was told me by a gentleman who escaped hurt. He said that he was one of the rescuing party, and that shortly after the first of the disaster he had gone into the Pullman car to prepare for the injured. Here he said he actually found a man who had not been awakened by the crash, or who, if he did awake, did not think it of sufficient consequence to cause him to arise. The man who slept through it all asked why he had not been told sooner, and got up. Then,

sustained an accident which, painful | though the act was unbefitting under as it seemed at the time, was probab-the circumstances, he straightway ly the means of saving him from the confiscated an upper berth. Others in fate which overtook Fireman Ricketts. the car gave exhibitions of unstinted Fireman Shabbrook has been running generosity and kindness, and did from Sarnia to Niagera Falls, going everything possible to relieve the suf-east on the express passing through London at 12:32 a.m., and back on the auxiliaries arrived seemed very short, Pacific express. On his eastward run and I can scarcely believe it was 12 on Thursday night, while passing almost the identical spot where the acceptable acted admirably under the conditions, cident occurred 22 hours later, a large as did everyone who was unhampered. Even women and children, when they had recovered from the first effects of shock, bore the strain wonderfully, and refrained from more than natural lamentation. I or my mother did not suffer intensely from the cold. We were well prepared for a storm, clad as we were in heavy coats. When we were pinned under the wreckage, however, we were none too comfortable. The people in the front of the car in which we were received the brunt of the impact, and it was there that the majority were killed. The people on the left-hand side of the car fared the worst on account of the angle at which the floor of the baggage coach crashed into ours. I could describe many little touching episodes, but the recollection is unpleasant, and I dread talking of them. The experience has unnerved my mother. We possibly will stay here for some time." Miss Gott related various other little

> seat occupied by Miss Gott, and the one behind. He was not badly hurt, and called lustily for a light. A man struck a match and the boy was able to crawl under the seats to safety.

instances, among which was one of a

little boy who was pinned under the

STORIES OF THE INJURED

Tarrible Experiences of Dr. Harvey and Russell Quinn, of Chicago.

Russell Quinn, of Chicago, who was sleeping near the rear of the day coach, but who escaped with severe scalding, cuts and scratches, had a terrible story to tell. He was just dozing in that quiescent state before deep sleep, when the terrible crash came, and intense darkness descended on the car. He was pinioned across the back of the seat in front with three men on top of him. Partly across them lay the body of an old lady, from whose wounds blood flowed in great streams. almost choking the men beneath. They could neither shift the body of the woman nor stir the space of an inch themselves. One can scarcely imagine the horror of having to lie there with the blood of a dying person flowing over one's face and filling one's eyes and nostrils. It is too horrible to we talked very little and dozed a think of, and it is no wonder that the men lay there almost paralyzed by the sudden shock. Mr. Quinn's sufferings the car. I believe nearly every seat were added to by the fact that the steampipe beside him burst and, strug-gie as he might, he was unable to move his hands away from the broken pipe. While the terrible heat and steam was causing the skin to peel from his hands, the rest of his body was almost frozen in the bitter cold.

Finally the steam ceased, but for two hours those men lay there with the dead body of the woman on top, before the rescuers could cut them out from the wreckage, and the bodies about their terrible position they were so cramped with cold, and their constrained position, that they had to be lifted out. Mr. Quinn said that he felt

He was placed in one of the berths in the Puliman, and right across the few minutes after being brought in. Another woman and her little boy were put in her place. This woman, a Mrs. Stewart, with her two children, was returning from a holiday visit in Ontario to her home in Wisconsin. She lay, half-conscious, and did not seem to hear the piteous groans of her little boy, whose arm was broken. Stewart herself was terribly hurt. Her aw was fractured and her face and hair a mass of blood from cuts and cerations. She answered the doctor's

ing no cries. In the berth above was a workingman of about 30 who gave no outward ed in than I was. I had a small valise sign of injury, save that his face was across my knees, which probably saved covered with blood and that he was me from being more severely crushed wildly delirious. His internal injuries, than otherwise. I was afraid to move however, were so serious that he died just as he was being carried into the hospital. Mr. Quinn said that hell itself could

offer nothing more horrible than the screams and groans of children, women and strong men.
Dr. Basil Harvey, of Chicago, nephew

of Dr. Harvey, of Wyoming, though arms, was active in mind, and was able to tell all he knew of the horrible affair. He lay for four hours, which seemed an eternity to him, exposed to the cold and blizzard. He was to the cold and blizzard.

about the last to be taken out of the wreck. Dr. Harvey was standing talking to the Grand Trunk agent from Kingscourt in the coach next the baggage car when the crash came. The lights went out at the same instant, and Dr. Harvey, like Mr. Quinn, described the ensuing scene as "hell, simply hell." He was pinned to the floor by an iron beam which lay right across his head, and which, if it had descended half an inch more, would have crushed in his skull, for he was wedged in in such a manner that he could not even close his jaws. This, however, proved to be his salvation, for he had to breathe through his mouth, and if it had not been open the vice-like grip in which he was held would have vented his opening it. When Dr. Harvey discovered that he could breathe he simply made up his mind that he was going to live, and through sheer

NOTHING LIKE IT IN THE WORLD ACOLD OR COUGH PREVENTS PNEUMONIA. Slocum's COLTSFOOTE EXPECTOR-

Slocum's COLTSFOOTE EXPECTOR-ANT is just the remedy for CHILDREN'S THROAT and LUNG AILMENTS. It is pleasant to take, and does good by stop-ping a cough and curing a cold. Price 25c per bottle: always see that you get COLTSFOOTE EXPECTORANT when you ask for it.

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All short lengths of Carpet-cut during our December rush-will be sold, regardless of price, at 50c per yard-

\$1.00 Carpets for 50c per yard. \$1.15 Carpets for 50c per yard. \$1.25 Carpets for 50c per yard. \$1.50 Carpets for 50c per yard.

Large enough for a mat. Large enough for a rug. Large enough for a small room.

Eiderdown Comforters At Great Reductions@

\$5.00 English Elderdowns for \$3.75. \$5.50 English Eiderdowns for \$4.35. \$7.00 English Elderdowns for \$5.25. \$10.00 Satin-Covered English Eiderdowns for \$7.65.

These must be sold at once—hence the remarkable reductions.



Nothing nicer for Christmas and New Year than

COWAN'S

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.

all his suffering and exposu ESCAPE OF MRS. MILLER. A marvelously narrow escape from death was that of Mrs. G. W. Miller, of Port Huron, and her sister-in-law, Mis. Lucy McKay, also of that city, along with the latter's baby. Mrs. Miller, in relating the incident, said: "When the crash came I was sitting with Mrs. McKay, and we were pitched headlong into the seat ahead, in which were two boys asleep. The boys were badly bruised, and Mrs. McKay was cut about the head and face. Later we made our way to the Pullman and assisted in attending the wounded. as if every bone in his body was found one woman dying, and while, breaking when he was moved. endeavor to give her some relief, she died in my arms. I did not learn her ais e was placed a woman who died a name. At the time, her husband, man-

dows protruded the legs and arms of gave Commenting on a possible cause of the accident Mrs. Miller overheard Engineer McKenzie of the express say that owing to the drifting of the snow the was unable to see the freight until the headlight of the freight engine loomed up immediately in front of him. He applied the air brake on the regarding where the blame should be he was unable to see the freight until questions, but gave no other sign of life, making no complaints and utter-

escaped death. Dr. Kinsman, D. D. S., of Sarnia, a Pullman passenger, who was on the pullman passenger, who was on the the freight had just got off his train to attend to the switch at the siding. The ill-fated train, relates a vivid story of The snow which was drifting heavily a short distance ahead.

"As nearly as I can understand," said Dr. Kinsman, "the freight was enapparently paralyzed in both legs and tering the Wanstead siding to permit tering the Wanstead siding to permit us to pass. The first intimation the freight crew had of the nearness of that it was on the siding. Had the air been clear he could easily have determined to be the switchman. us to pass. The first intimation the the express was when the switchman caught sight of the headlight of the caught sight of the headight of the latter bearing down upon him. He rushed towards the passenger signal-time to avert the collision. An extremely ing with his lamp to stop, but the his downwards the passenger signal-time to avert the collision. An extremely ing with his lamp to stop, but the hinding snowstorm rendered this inblinding snowstorm rendered this inblinding snowstorm rendered this ineffectual. The next moment the two
engines came together. The passenger
car was telescoped and the scene that followed was awful. From all sides came shricks and cries of agony. From beneath the wreckage came the most heartrending cries for help. I recall one man, who with head crushed in, was pleading for death to relieve him. Along with many of the uninjured passengers I was one of a hastily organized fire brigade. After a protracted struggle we succeeded in ex-tinguishing the flames and so pre-vented the additional horror of fire." Robert Laing, of Petrolea, tells an interesting story of the wreck. Mr. Laing, with his brother Alex, was occupying the second seat on the second day coach when the accident occurred. He was standing up donning his coat and cap, as they intended to alight at Wyoming. While the collision of the two trains created a considerable shock in the second day coach; it was not sufficient to throw Mr. Laing off his feet. The man in front of him, however, was thrown back over the seat. and his head struck that of Mr. Laing, dazing him a little. On going into the vestibule. Mr. Laing received his first intimation of a serious accident, for an injured man was crawling out of the shattered forward coach. Mr. Laing

stepped back and called for volunteers,

and willing assistants were soon at work. Supt. Costello was indefati-

gable, and Alex Oldham, the London

traveler, was also foremost in render-

will power he hung on to life through | ing effective aid to the dying sufferers. They were assisted by the Messrs. Laing, Conductor McAuliffe and his crew and others. Nurse Smith, of Petrolea, rendered invaluable aid to

the wounded. Mr. Laing says that some of the sights were of the most harrowing description. In releasing one woman from the wreckage which pinned down her legs, all her clothing was torn off with the exception of one under-garment. Her screams of agony as she was subjected to a necessary were heartrending. A little girl, bareheaded, walked up to the rescuers and "Papa and mamma are dead in said: there!" It was found later that her parents were alive though injured Another little girl was lifted from the window of the wrecked clach, and when asked if she was hurt, she gled and bleeding, lay dying in another replied with childish naivette, "No, but car, calling for his wife. Their little I'm awfully scared." She was taken child escaped injury. As we passed to a Puliman and laid in a seat. the wreck to take the special for Sar- where she had to endure the spectacle nia we could hear the groans of those of an aged woman's death. She stayed still in the wreck, while from the win-calmly in her place, however, and of an aged woman's death. She stayed

gave no further signs of being "scared."

The effects of the accident told severely upon Conductor John McAuliffe of the Pacific Express. He was completely un-nerved, and when seen by an Advertiser reporter was at times unable to go on

instant and yelled a warning to his attached. That his crew and himself fireman. He was badly injured in the crash and cannot understand how he the minute.

As he understood it, the brakeman of the horrors of the wreck. According to his account, the express, which was late, was attempting to make up time. late, was attempting to make up time. The snow which was drifting heavily prevented the engineer from seeing but a short distance ahead.

The snow which was drifting heavily length, the extra could have run into the siding and into safety.

To the snowstorm Conductor McAuliffe attributes the chief cause of the collision. Engineer Mackenzie, of the express, could see the headlight of the

mined its position. However, even with this warning given, the conductor thought ly unhurt, was in itself wonderful. Conductor McAuliffe and his brakeman. Thomas Bell, were in the vestibule at the rear of the second day coach, and when the shock came the latter was thrown on his face, while the conductor was not even knocked off his feet. Outside of a gental on his next. Processes was not even knocked off his feet. Outside of a scratch on his nose, Brakeman Bell was uninjured. Swinging his lantern from side to side to warn trains which might be approaching the wreck, he ran back through the snow along the track for four or five miles. He was picked up by the auxiliary.

The escape of the baggageman, Alex-The escape of the baggageman, Alexander Caulfield, of Niagara Fails, was

ander Cauineid, of Niagara Falls, was nothing short of miraculous. Comfortably seated, reading a paper, when the crash came, he was carried with the car in its awful furrowing of the day coach. He received painful but not serious injuries.

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