

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.

The following official list of dead, in 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 STEWART, PETROLEA.
MR. A. RICKETTS, SARNIA (fireman on train No. 5).
MR. J. GILLIES, SARNIA (engineer on extra 773).
MISS ELLEN TROTTER, PETROLEA.
MR. H. P. LAWRENCE, WATFORD.
MR. THOMAS KELLEY, STOUFFVILLE.
MR. NICHOLAS JEFFREY, LONDON.
MR. CLEM BODLEY, PORT HURON, MICH.
GUY DE PENCIER, LACROSSE, WASH.
MR. PENWARDEN, GRAND RAPIDS, MICH.
MRS. PENWARDEN, GRAND RAPIDS, MICH.
J. H. BROCK, CHICAGO.
O. B. BURWELL, PORT HURON, MICH.
WILSON MORTON, CHICAGO.
ALEX. CAMERON, STRATHROY.
MISS NELLIE GEDDES, SARNIA.
ED DE BEAUS, PRESCOTT, ONT.
MRS. J. BODLEY, PORT HURON, MICH.
MISS LOTTIE LYNCH, PORT HURON, MICH.
GEORGE BURKHOLDER, SARNIA.
A. DOUGLAS, ALVINSTON.
J. H. LUCAS, SARNIA.
ROBERT STEPHENSON, WYOMING.
MISS VIOLET BROCK, CHICAGO.
MRS. J. BARNES, WOODSTOCK.
GEORGE D. SOUTHERN, LOCKPORT, N. Y.
MISS TOINI BAANANEN, FINLANDER, EN ROUTE TO DULUTH.

The awful accident on the G. T. R. at Wanstead, 40 miles west of London, has had the result of making this city the center of a larger share of public attention than has been the case for many years. Even more interest cen-

ters here than at the scene of the wreck itself. There the only thing to be seen is the debris of the shattered 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 more caskets containing victims of the wreck. London has been the Mecca for fully a score of newspaper writers and illustrators, who after paying a visit to the scene of the wreck, make 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. Harvey, 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 devastated 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. This is explained by the fact that most of the deaths and injuries were due to the impact of the baggage coach floor, which was driven almost the length of the day coach just above the

level of the top of the seats. Most of the passengers were therefore struck around the head and upper portions of the body.

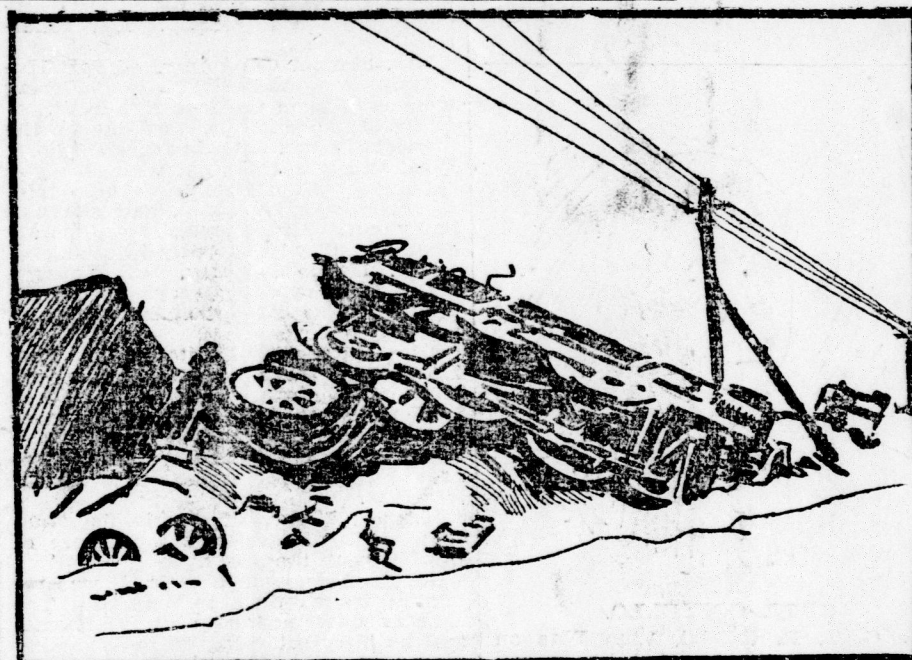
The body of A. W. Ricketts, of Sarnia, fireman of the Pacific Express, was the last to be recovered from the wreck. It was not removed until 9 o'clock on Sunday morning. The body was not so badly mangled as was expected, the worst injury being the loss of the arm, which was discovered on Saturday morning 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 working glove upon the hand. Ricketts' body was first placed in a section house, and later taken on an auxiliary engine to Wyoming where it was prepared for burial. It was left at Wyoming until this morning, when it



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

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 accident occurred will come out at the inquest. In the meantime, Andrew Carson, agent at Watford, is suspended, and the blame



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 Wyoming, for the freight, and to Watford, for the express. This order, No. 83, which is copied here, said:

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

This was received by Carson at 9:43 and "O. K.'d" by him. If it had been delivered to Conductor McAlliff, of No. 5, he, too, would have signed for having received it. It was not signed by McAlliff.

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 Dispatcher Kerr then called up Watford to stop the express, but when Watford replied the express had gone past, but the order quoted had not been delivered.

It is believed that as soon as this was known, both Kerr and Carson tried to catch the agent at Kingscourt Junction, the former on the regular line, 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 calling him.

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. authorities 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 that an agent is to cancel only

as though it bore upon a new matter, giving the time received and the time repeated back. This was not done in the case of the alleged "bust" order.

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 serious results.

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

THE TELESCOPED CARS.
* The passenger coach in which were the dead and injured.
* The baggage car which telescoped into the day coach.

orders which have been canceled by the message, "Order No. — is annulled." 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, saying:

"Order No. 83 is annulled."

He did not get such a message.

It is understood that in all the messages that Carson has received during the past year, all of which have been examined, every cancelling order is worded according to the prescribed formula. None are worded in the irregular way which he claims was the case in this instance. Also it is the rule, not only to write across the annulled order, the word "annulled," showing that it was canceled, but to record it separately and repeat it back

The following is a complete list of the injured:

A. M. STEWART, WINGHAM.
ROBERT JACKSON, PETROLEA.
WILLIAM MORSE, SARNIA.
MAMIE MORSE, SARNIA.
FRANK E. BAKER, LONDON.
THOMAS COOTE, CHICAGO.
MRS. THOMAS COOTE, CHICAGO.
JAMES A. RAMPLIN, TORONTO.
MRS. J. M. STEWART, OSHKOSH, WIS.
EARL STEWART, OSHKOSH, WIS.
HOBART STEWART, OSHKOSH, WIS.
JAMES BARNES, WOODSTOCK.
JOHN BIRD, CHICAGO.
JOHN J. CUTHBERTSON, PORT HURON.
MRS. JOHN J. CUTHBERTSON, PORT HURON.
MISS FLOSSIE CUTHBERTSON, 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, CHICAGO.
MRS. SAMUEL CUMMINGS, PORT HURON.
GEORGE STACEY, WANSTEAD.
MISS GOTT, STRATHROY.
MRS. W. GOTT, STRATHROY.
J. W. SHOWLER, STRATHROY.
W. H. COLE, FLINT, MICH.
MRS. W. H. COLE, FLINT, MICH.
R. K. McDONALD, STRATHROY.
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.

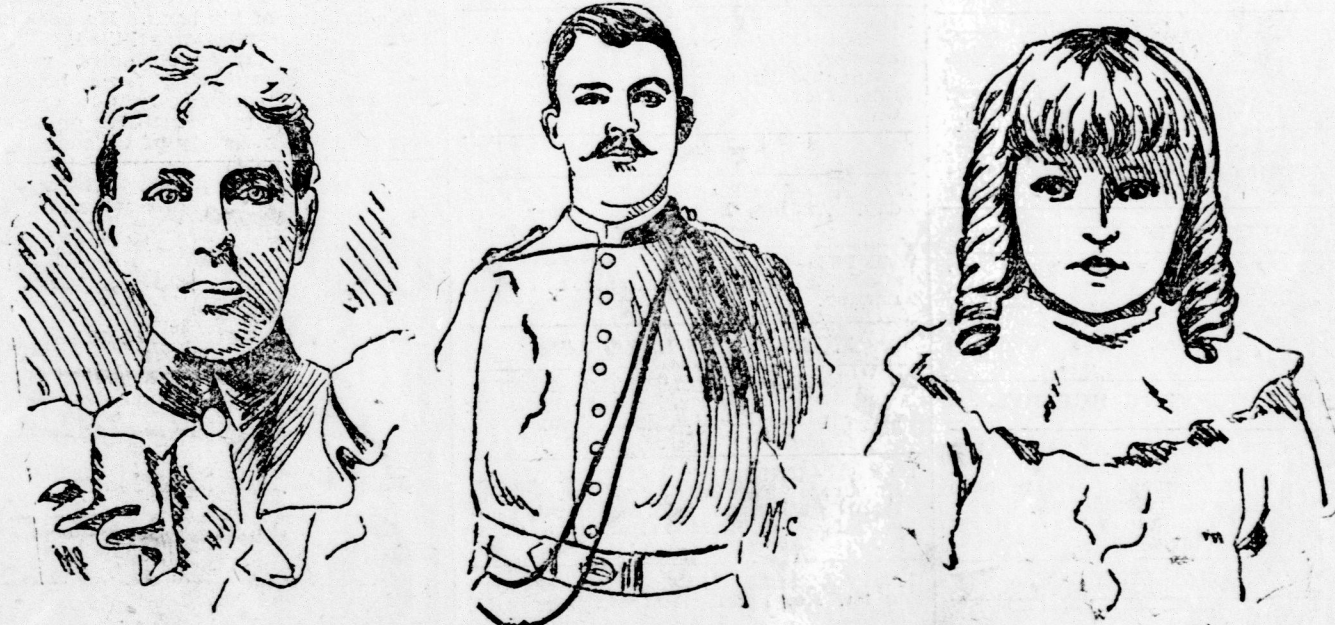
A. M. Stewart, of Wingham, who was slightly injured, his face being cut, is still at the hospital, but probably will not have to stay long. His injuries are painful, but not dangerous.

Robert Jackson, a Petrolea man, had

(Continued from Page 2.)



ENGINEER GILLIES, OF SARNIA.
Engineer of the Freight, Who Stuck to His Post and Was Killed.



THREE GENERATIONS BEREFT.

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

GRAND TRUNK RAILWAY SYSTEM

TELEGRAPHIC TRAIN ORDER No. 93

(Form 94.)

From London 12/26 1902

31 For Wyoming to C88 Ex 773
Watford C88 No 5

No 5 Eng 980 and extra East Eng
773 will meet at Wanstead
NMB

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER.

Time Received 948 M OK Given at 948 PM

Births, Marriages, Deaths.

BORN.

KEENEYSIDE—At Vancouver, B.C., to Mr. and Mrs. Ellis W. Keeneyside, a daughter.

DIED.

JEFFREY—Killed in the railway accident at Wainstead, on Dec. 26, 1903, Nicholas Jeffrey, of London.

Funeral private. Please omit flowers.

JOHNS—In this city, on Dec. 28, 1903, Gertrude, the beloved wife of Solomon Johns, aged 73 years.

Funeral from her daughter's residence (Mrs. Edward Clement), 122 Dundas street, on Tuesday, Dec. 29, at 2:30 p.m.; service at 3 p.m.

Woodstock papers please copy.

LANE—On Dec. 28, 1903, in North Dorchester, Fla., 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 3 p.m. Friends will please accept this intimation.

AMUSEMENTS, LECTURES, ETC.

Grand—DEC. 31, Matinee and Evening.

CARNIVAL

Musical Romances

POPULAR PRICES.

Free

Box of Bon-Bons will be given each boy or girl presenting a 25c ticket at matinee, Wednesday.

PRICES—10c, 25c, 50c and 50c.

Box office open Monday at 9 a.m.

PRINCESS

Band Tuesday and Saturday nights, New Year's afternoon and evening. Season books at office. Boxes and skates to rent.

GRAND—TONIGHT.

THE MELODRAMATIC SUCCESS.

SEARCHLIGHTS

OF A GREAT CITY.

Popular prices, 10c, 25c, 50c and 50c.

Tomorrow Evening.

SIR ARTHUR SULLIVAN'S LAST

THE EMERALD ISLE

WITH JEFFERSON DE ANGELIS AND ORIGINAL NEW YORK CAST.

Seats now selling, 50c, 75c, \$1, \$1.50.

Coming New Year's Day.

THE LATEST MUSICAL EXTRA-

VANZANZA.

THE SMART SET

IN ENCHANTMENT.

Seat sale tomorrow, 25c, 50c, 50c, 75c.

LONDON—Tonight

MARKS BROS.

PLAY

"THE PRIDE OF THE ARMY."

NEW YEAR'S DAY SEATS ON SALE.

Prices, 10c, 15c and 25c.

KENWICK QUARTET AT ATHLETIC

entertainment, Dec. 31.

GRAND MILITARY ATHLETIC ENTERTAINMENT—Under the auspices

of the 7th Fusiliers, Auditorium, Dec. 31. Plans open Dec. 29, at Nordheimer's. An evening of clean, manly sports. 7:15.

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 programmes and Christmas tree. Tea served for children from 6 to 7:30 p.m. Single tickets, 15c; double, 25c.

DANCING—NEW CLASS FOR BE-

GINNERS open as follows: Gentlemen, Monday evening, Jan. 5, ladies, Tuesday evening, Jan. 6, children, Saturday afternoon, Jan. 10, Dayton & McCormick.

ORIGINAL LONDON HARBERS—

Musical furnished for all occasions. Tony Cortese, 380 Richmond street. Phone 1250.

PRIVATE LESSONS IN DANCING BY

R. B. Miller, 181 Dundas street. Season opens Oct. 1. Special attention given to waltz and two-step. Lessons any hour.

MEETINGS.

MEMBERS OF MYRTLE LODGE, K. of P., are requested to attend meeting on Tuesday night, Dec. 29. Election of officers and degrees. T. D. Pinkney, C. C.

INSTALLATION OF OFFICERS OF

the Masonic Lodge of the city, at Masonic Temple, on Monday evening, 29th inst., at 8 o'clock. Right Worshipful Bro. E. T. Esery, D.D.G.M., will act as installing officer. M. D. Davison, secretary.

MALE HELP WANTED.

WANTED—YOUNG MAN AS PORTER. Apply City Hotel.

A FEW RESPECTABLE BOYS WANTED as messengers; good wages. Apply P. R. telegraph office, Masonic Temple.

A GOOD GENERAL BLACKSMITH wanted at once for country shop; steady job. Apply C. Dresner, Scottsville, 2417.

FEMALE HELP WANTED.

WANTED—PAstry COOK AND KITCHEN GIRL; liberal wages. Apply City Hotel.

GENERAL SERVANT WANTED. APPLY Oriental Hotel, 400 Clarence street. 7517.

WANTED—A GOOD GENERAL SERVANT for a family of three; no washing. Apply to Mrs. W. B. Bullen, 533 Queen's avenue, corner William street. 7517.

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, 322-5 Clarence street, London.

DRESS CUTTING SCHOOL.

LEARN CUTTING, GRADING AND designing costumes. Lessons daily. Satisfaction guaranteed. We purpose starting lessons in dressmaking. Ladies desiring tuition call or write Cutting School, 232-3 Dundas street, London.

BUSINESS CHANCES.

FOR SALE—HOTEL PROPERTY AND stable, in neighboring city. Apply to Box 380, London P. O. 6117-2xt 2917.

MISCELLANEOUS.

HAIR GOODS—NOTHING MORE APPROPRIATE for Christmas gift than a switch, pompadour, wig, or hair ornament. Miller's Hair Store, 223 Dundas street.

A Standard Piano at Half the Wholesale Price.

We have a beautiful

CHICKERING SQUARE PIANO

which originally sold for \$200. 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 SURVEY will be advanced in price on the 25th of January, 1904. Get your choice now, as there are only a few left. Easy terms. J. F. Sangster, 112 Masonic Temple.

ARTICLES FOR SALE.

ONE WEEK ONLY—MEN'S \$2.50 FINE fur felt hats for \$1.50 to \$1.75. J. H. Cunningham, 92 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 will be sure to be pleased. T. A. Pauls, 12 Market House. Phone 151.

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

FOR SALE—THREE GOOD PRACTICE pianos, \$25, \$40 and \$50, payable \$2 per month, guaranteed. Organs for \$10 and \$20, payable \$2 monthly. Holzman & Co., 217 Dundas, corner Clarence.

\$9.99 CARD TABLE, WITH FOUR drawers, cabriolet legs and highly polished, for \$5, at Keeble Bros., 125 and 127 King street.

GREEN & CO. HAVE ON HAND GOOD supply of best quality soft pine for domestic purposes. Good dry wood in 12 and 16-inch blocks, or split. Green & Co., Mainland street and Grand Trunk Railway. Phone 1,381.

SKATES HOLLOW-GROUND AT 10c A pair. D. McKenzie & Co., 238 Richmond street.

GREEN'S LOTION—GUARANTEED cures for money refunded for all sores and ulcerated wounds on limbs and body, running sores of long standing, etc. Price, \$1 per bottle. William Green, horse trainer, Queen's Hotel, London, Ont.

FOR SALE—LARGE IRON SAFE; CONTAINS private drawers and lots of other large boxes. Apply Advertiser office.

STOVES, BASEBURNERS AND Ranges of all kinds for wood and coal; second-hand furniture, cheap; at F. Keene's, 341 King street.

ALL KINDS OF WOOD AND SOFT coal. Wm. Buchanan, 633 Colborne 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. Central location. First-class in every respect. Louis Risk, proprietor.

THE ST. LAWRENCE HOTEL, MONTREAL—Centrally located and first-class in every respect. H. Hogan, proprietor.

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

DENTAL CARDS.

WOLVERTON & BENTLEY, DENTISTS, 218 Dundas street, next Eddy Bros., over Cairncross & Lawrence, corner.

DR. WESTLAND, DENTIST CHICAGO, postgraduate in Crown, Bridge and Porcelain work. Philadelphia, postgraduate in Porcelain. Masonic Temple, 1st floor.

DR. G. H. KENNEDY, DENTIST—Successor to the late Dr. Davis. Specialty, preservation of natural teeth. 713 Dundas street. Phone 220.

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 sawdust. Kindly return to Advertiser office. Reward.

LOST ON DUNDAS STREET—PAIR black kid mitts. Please leave at this office.

STRAYED ON TO THE PREMISES OF Joseph Dawson, lot 13, con. 2, West Nisour—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 and 25th street. Reward on return to above.

LOST ON THURSDAY—A GOLD crescent pin, set with pearls. Reward on return to this office.

LOST, TUESDAY—SILVER CHAIN bracelet. Reward on leaving at Advertiser office.

TEACHERS WANTED.

TEACHER WANTED—NORMAL PREPARED, for S. S. No. 17, North Dorchester. State salary and experience, with qualification. Apply J. J. McCullum, secretary-treasurer, Gladstone P. O.

WANTED.

WANTED—FIFTY QUARTS MILK PER day. Address Box 72, Advertiser.

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

HOUSES, ETC., TO LET.

TO LET—NO. 73 CLARENCE STREET; central location. Call on J. H. Cunningham, water rate. London Soap Company.

TO LET—UNION FURNITURE VAN—Furniture carefully handled. John H. Cuthbert and Bruce, South London, late of London Furniture Company. Phone 310.

COMFORTABLE SIX-ROOM COTTAGE to let, No. 1 Nelson street. Apply 650 King.

The finest 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 Favorite

There is no candidate in the field for public favor that has so strong a hold on the household interests of London as Hazeline. The luxury of toilet luxury is the most elegant preparation known for general use upon the face and hands. Hazeline keeps the cuticle soft, pliant and velvety; cures redness, roughness, and any irritation of the skin; removes sunburn, tan, freckles, wrinkles, etc. A matchless preparation for the complexion. Only 25 cents.

Calendar Free With Every Purchase.

CAIRNCROSS & LAWRENCE,

Chemists and Druggists,

218 Dundas St., corner Park Ave.

TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT

Continued from page 1.

been visiting at Woodstock, and was returning home. He was out about the face, but his injuries did not 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 expected to recover.

Frederick E. Baker, of Ridout street, south, is quite seriously injured, and his condition is more unsatisfactory than his physical condition. He was found that his head was dislocated, and his face and leg were badly lacerated. At the hospital he complained of pains in his back and chest, which

had been visiting his mother at Strathroy and on his way visit his uncle, Dr. Harvey, who lives close to the scene of the wreck. The uncle was one of the first physicians on the scene. He did not know that his nephew was going to visit him, but found him among the injured when attending them.

Miss J. Cuthbertson, of Port Huron, is suffering from wounds on the head and face. She is now doing well.

Mrs. Thomas Moore, of Sarnia, whose husband was slightly injured, is very gravely ill. At first it was thought 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 condition 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 now operating upon her leg.

Mrs. Hattie Northey, of Youngs-point, Ont., is doing very well at the hospital. She does 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. Her condition is unsatisfactory.

Mamie Morse, of Sarnia, is doing very well. She suffered a fracture of the leg, but it is feared that she is seriously injured internally. Her condition is serious.

George Stacey, of Wainstead, was returning from Buffalo to Wainstead. The express does not stop at Wainstead, and he intended going 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. Shavlova, of Strathroy; W. H. Cole, and Mrs. Cole, of Flint, Mich.; R. K. McDonald, of Strathroy; Mrs. I. N. Byrnes, of Sarnia; A. Sinclair, of Sarnia; 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 granddaughter, Little Lottie Lynch, Mrs. Bodley, who was the wife of Mr. Ed-

ward Bodley, of Port Huron, was well known here for many years. Her son, Clement, was born here 24 years ago, and went to Sarnia with his mother when he was a young man. He had been in the military service, and was serving in the United States artillery service. He received his honorable discharge, and returned to Sarnia on his way back to Sarnia, having been a resident here for many years. Her son, Clement, was born here 24 years ago, and went to Sarnia with his mother when he was a young man. He had been in the military service, and was serving in the United States artillery service. He received his honorable discharge, and returned to Sarnia on his way back to Sarnia, having been a resident here for many years.

His mother, Mrs. Bodley, was a well-known resident here for many years. She was born in Sarnia, and was the daughter of a well-known family. She was a very kind and generous woman, and was loved by all who knew her. She was a very kind and generous woman, and was loved by all who knew her.

Her son, Clement, was a very kind and generous man, and was loved by all who knew him. He was a very kind and generous man, and was loved by all who knew him.

His granddaughter, Little Lottie Lynch, was a very kind and generous girl, and was loved by all who knew her. She was a very kind and generous girl, and was loved by all who knew her.

The death of these three people is a great loss to the community. They were all very kind and generous people, and were loved by all who knew them.

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Food, not a Fad

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers
in Western Ontario.THE LONDON ADVERTISER COMPANY
(Limited.)

LONDON, ONTARIO.

London, Monday, Dec. 29.

The Calamity.

The Wansted calamity is another illustration of the awful load of responsibility carried by the single employee 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. The double-tracking of this branch is 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 western operations will soon begin. 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 the British roads, on which not a single passenger was killed in the past twelve months. Happily the annals of Canadian railroads are seldom disgraced by such catastrophes as we now deplore, and the only wonder 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. It is well to remember this, to reflect on what we owe to the vigilance and dutifulness of railway employees as a class. People are not prone to think of the tremendous responsibilities which weigh upon railroad men, until a calamity of this kind occurs; and then the public attitude is too apt to be 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 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 employee is a superior class. The nature of the work demands it. Here and there one may find, with dire results, but what the public owes to the mass of railway servants in immunity from disaster is beyond computation.

The Civic Puppet-Show.

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 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

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 puppet-show is not calculated to make municipal life any more attractive for public spirited citizens, whose self-respect 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 think of public representatives who will submit to it?

UNINTERRUPTED COMMUNICATION**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 received messages 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, Box 3111.—Best wishes to you and yours for a happy New Year. Transmitted across the Atlantic Ocean by electricity not controlled by Old Broad street. (Signed) G. Marconi." "Empress Eugenie, Franborough.—Please accept my respectful wishes for a happy New Year. Sent across the Atlantic Ocean by wireless telegraph. (Signed) G. Marconi." The following message was also sent to the London directors of the Marconi Company: "Franborough.—My best Christmas wishes to my company, operators and their families. Sent for the first time by transatlantic wireless telegraph. (Signed) G. Marconi." Mr. Marconi stated that storms and gales had no effect whatever on the transmission of messages. There had been gales and storms the greater part of the time since he had arrived, but they had not in the least interfered with his work. The inventor says that he will leave for Cape Cod on Jan. 8.

MILITIA GENERAL ORDERS**New Regiment of Infantry To Be Formed.****Order No. 19 of February Last Amended—Civilian Rifle Clubs.**

Ottawa, Dec. 29.—In militia general orders, just issued, the following is noted:

General order No. 19 of Feb. 1, 1902, providing for the official record of officers' 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. 20, 1900, and May 31, 1902. Operations in the Orange River Colony, between Nov. 20, 1900, and May 31, 1902. Operations on the Zululand frontier of Natal in September and October, 1901, including the defense of Forts Italia and Prospect. Operations in Cape Colony, between Nov. 20, 1900, and May 31, 1902.

The period during which an officer served with a regiment or corps (1) as a lieutenant-colonel's command, or (2) as an adjutant, should be mentioned. Officers other than those serving in a regimental capacity, will forward a return, which must be certified as correct by the officer under whom they were serving at the time, or by a senior officer personally cognizant of the facts, to the adjutant-general, in accordance with the regulations of the militia, and the 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, Que. Soldiers awarded the meritorious service medal and the long service and good conduct medal may in future wear both medals.

The organization of a rifle association in connection with the Thirty-second Regiment is authorized at Walkerton, Ont.

Louisiana Oil Fields Gobbled.

Chicago, Dec. 29.—A special to the 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 Louisiana. 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."

AN EXCEEDINGLY BRIGHT OUTLOOK**Good Reports From Canadian Business Centers.****HOLIDAY TRADE WAS EXCELLENT****The Wholesale Movements Broken Into—Preparations for Big Demand Next Month.**

New York, Dec. 28.—Bradstreet's weekly summary: Wholesale trade movements at Montreal this week were broken into by the Christmas holidays, as was the case at other trade centers. Travelers were off their routes, and there were practically no country buyers on the market. The holiday trade has been very large, much greater than last year. The trade movement so far this month has been very satisfactory, and the outlook is exceedingly promising.

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 splendid 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. Wholesale are completing stock-taking. The shoe factories are very busy and the general outlook is good. Payments are satisfactory for the season.

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 again.

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

OVER THE BORDER.

R. G. Dun & Co.'s review: Trade experienced for the holiday quiet, except in Christmas goods, which sold freely.

Industrial undertakings are interrupted in many cases by the taking of inventories, while other plants are closed because fuel cannot be obtained. Orders still come forward freely, and the new year will open with more business on the books than ever before. Prices of commodities are firm, held by the steady domestic demand, and there is a good report movement of the leading staples. In 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 satisfactory. Quiet conditions in the iron and steel industry, accompanied by any sign of weakness, testify to the healthy tone and suggest a bright outlook for the coming year. Fur, furs and mink will extend the season of idleness beyond the usual time, not because orders are lacking, but in order to accumulate a moderate supply of stock. A very large amount of business will be carried over into next year, probably more than in any previous season.

New England shoe factories are in full operation and have liberal orders on hand. 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 reasonable. 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, I decided to try 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 any trouble. I take great pleasure in recommending your medicines to all suffering women."



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

SUNLIGHT SOAP**REDUCES EXPENSE**

Ask for the Octagon Bar

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 goods, 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 206, against 287 last week, 269 the preceding week and 250 the corresponding 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 a terrible blizzard, 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 cold. 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 alternative and tonic medicine 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 insurance.

TO KNOW IS TO PREVENT.—If the men who work in cold wool mills and the day would rub their feet and legs with Dr. Thomas' Electric Oil, they would escape much of the rheumatism and other ailments which are the result of exposure to the cold. These settings out for winter, rest on 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.

**READY TO EAT****SOLD BY ALL GROCERS****Do you know Clark's delicious Pork and Beans?****Curse OF DRINK****Cured by COLONIAL REMEDY**

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 habitué, or 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. O. T. U. Mrs. Moore, press superintendent of Woman's Christian Temperance Union, Ventura, Calif., writes: "I have tested Colonial Remedy on very obstinate drunkards, and the cures have been many. In many cases the Remedy was given secretly. I cheerfully recommend it to all who are afflicted with the habit of drinking. Members of our Union are delighted to find an economical treatment to aid us in our temperance work."

Druggists or by mail, \$1. Trial package free by mail. Write to A. Cowan for years secretary of a Woman's Christian Temperance Union, 2294 St. Catherine street, Montreal. Sold in London by W. T. Strong & Co.

SPECIALIST
DISORDER OF THE KIDNEY.
Albert Wesley Kahle, M.D.,
190 DELAWARE AVE.,
BUFFALO, N.Y.
OFFICE HOURS:
9 a.m. to 4 p.m.
SUNDAYS:
2 to 4 p.m.

REMOVAL SALE!**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!****DRESS GOODS**

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

Sold solely on their merit.

S. DAVIS & SONS**GENUINE Havana Cuban Made Cigars.**

Retailed at 3 for 25 cents,
to 3 for 50 cents.

RAILWAYS AND NAVIGATION.**GRAND TRUNK RAILWAY SYSTEM****New Year Holidays, 1903**

Between all stations in Canada—All stations in Canada, to Detroit and Port Huron, Mich., Buffalo, Black Rock, Suspension Bridge and Niagara Falls, N. Y.

General Public.

SINGLE FIRST CLASS FARE—Dec. 31, 1902, and Jan. 1, 1903, good returning until Jan. 2, 1903.

AT SINGLE FIRST CLASS FARE AND ONE-THIRD—Dec. 29, 30, 31, 1902, and Jan. 1, 1903, good returning until Jan. 6, 1903.

School Vacations.

To teachers and pupils of schools and colleges, on surrender of school vacation tickets, signed by principal.—AT SINGLE FIRST CLASS FARE AND ONE-THIRD—going Dec. 29, 30, 31, 1902, and Jan. 1, 1903, good returning until Jan. 6, 1903.

Tickets, folders and all information from agents, E. DE LA HOOKE, C. F. and T. A., London; C. E. HORSING, depot ticket agent.

CANADIAN PACIFIC**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 Jan. 2, 1903.

AT SINGLE 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. 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. 2, 1903.

Teachers and students (on surrender of standard form of school vacation railway certificate, signed by principal)—AT SINGLE 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. 2, 1903.

Saloon rates from \$9 up. Second saloon from \$15 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$25 and \$29.

Accommodations for all classes of passengers unexcelled.

E. DE LA HOOKE, CLOCK CORNER, Broadway, New York, or to E. DE LA HOOKE and W. FULTON, Ticket Agents, London, Ont.

WHITE STAR LINE.**United States and Royal Mail Steamers.**

New York, Queenstown and Liverpool: CELESTIC, Dec. 31, 1902, 4:30 A.M. TETTONIC, Dec. 31, 1902, 1:00 P.M. GERMANIC, Jan. 1, 1903, 1:00 P.M. CYMBIC, Jan. 2, 1903, 1:00 P.M. CELESTIC, Jan. 2, 1903, 1:00 P.M. TETTONIC, Jan. 2, 1903, 1:00 P.M.

Saloon rates from \$9 up. Second saloon from \$15 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$25 and \$29.

Accommodations for all classes of passengers unexcelled.

E. DE LA HOOKE, CLOCK CORNER, Broadway, New York, or to E. DE LA HOOKE and W. FULTON, Ticket Agents, London, Ont.

RAILWAYS AND NAVIGATION.**INTERCOLONIAL RAILWAY****European Mail Service**

Canada's Famous "Maritime Train.... Express."

Leaving Montreal (Bonaventure Depot) 12 noon, Sunday, carrying the English Mail.

Lands Passengers, Baggage and Mail

Alongside the Royal Mail Steamships at Halifax the following Monday.

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 Mobile. RATES OF PASSAGE: First cabin, \$50 and upwards; second cabin, from \$25; third class, \$25 to \$35. Liverpool, Derry, Belfast, London, Glasgow.

MONTREAL to GLASGOW (direct)—S. S. Monaghan, Dec. 27. First cabin, \$45 and upwards; second cabin, \$35; third class, \$25.

London Agents: E. De La Hooke, W. Fulton, F. H. Clarke.

Temperature Told a Jump.

Winnipeg, Dec. 27.—The temperature told a jump last night from close on 80 below zero up to zero.

TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT

(Continued from Page 2.)

and put in many spare hours as a student. About two months ago he received a well-earned appointment to the position 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 Locomotive 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 Allis 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 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. Randall's, on the B. and P. road. The funeral will be held at Allis Craig.

NELLIE GEDDES.

Nellie, the younger daughter of James Ross Geddes, of Sarnia, was also a granddaughter of Hon. George W. Ross, Premier of Ontario. She was 12 years of age. Her sister Beatrice, with whom she was traveling, is 2 years older. Two brothers, Keith and Gordon, also survive. Mr. R. Geddes is a member of the firm of Geddes Bros., drygoods importers, with stores at Stratford and Sarnia. Miss Geddes was a niece of Mr. J. D. Beaton, of this city, while Barister J. M. McEvoy is also a relative.

THE LATE FIREMAN RICKETTS.

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. He had been in Canada from England several years ago. He was unmarried and had no relatives in this country. He had been working



ALEX CAMERON, OF STRATFORD. 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 dead, and if any near relatives survive the fact is not known to his intimate friends at Sarnia. He was thirty and studious, and was 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.

ISAC BROCK BURWELL. Isaac B. Burwell, of Sarnia, was a grandson of the late Col. Burwell, of 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 Burwell, of this city, whose remains were taken to the Burwell Memorial Cemetery near Komoka. Mr. I. B. Burwell was a widower and three brothers, John, of British Columbia, and Mahlon and Frank, of Canada; and two sisters, Mrs. W. Greig, of Melbourne, and Mrs. Gilbert Harris, of Sault Ste. Marie. His mother, aged 84 years, is also living.

THE SCENE AT WANSTEAD.

Wreckage is Piled High Beside the Track—Awful Desolation.

Wanstead, the scene of the disaster, is just 42 miles from London, 12 from Petrolia 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 at daylight, the railroad company does not keep a night operator there. Of the houses in the village, only Mr. Jose Robson, a cousin of Capt. Robson, of this city, and two others, knew of the wreck before daylight. These three were at the spot all night and a good part of the next day. The name of the telegraph operator at that place is Wesley Young.

THE SCENE AT THE WRECK.

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

Scrofula

It is commonly inherited. Few are entirely free from it. Pale, weak, puny children are afflicted with it in nine cases out of ten, and many adults suffer from it. Common indications are bunces 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. CASANO, Clinton, Ontario.

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

attempt to convey to the minds of the public any adequate idea of the awful scene of devastation would be quite impossible, the best that may be done is to give a bare account of how things now look.

After leaving the train at Wanstead one has to walk east for possibly half a mile. The accident occurred just 50 or 60 feet beyond the extreme point of the switch that connects the main line of the switch with the freight line. The 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 a full mile 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 of taking the switch, and had the express come along over three minutes later there would have been no disaster. Approaching the spot, the first sign of anything wrong that was visible were the great masses of wreckage, piled high on both sides of the track. 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 one side. To remove the engines was not necessary. The force of the impact was so great as to cause them to rear up and fall well to one side, and already they lay in the ditch on the north of the line. It appears that both known as the Mogul type, which 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 types put into service. The freight engine was officially designated as No. 773, and the passenger engine as No. 898. The sight of this massive iron monster lying in the unusual position of being on top of another of 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. The odd feature of the affair was that nearly 24 hours after the actual trouble the remains of a fire still smoldered in the wreckage. It was beneath these two tremendous masses of scrapiron that the mangled remains of poor Ricketts, the fireman who was at the post of duty, were found.

Directly across from the engine, on the opposite side of the track, lay the shattered passenger coach, which had been completely wrecked. The wreckage caused so many horrible deaths, and the accident occurred the force threw the two cars slightly off the track at the point where they were 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 wreckage. The rope was passed around this and the end brought back to the railroad, where it was attached to an engine. The engine made attempt to pull the wreckage, but over, but for a time they were unsuccessful. Three times the rope, strong as it was, snapped like a piece of cotton, and the wreckage was not budged. This also is indicative of the weight of the cars and the amount of damage that was done. For the rope used by the wreckers was fully six inches in diameter and twenty feet in circumference. At last they were forced to use 2-inch steel cables. The engine puffed and snorted and the heavy, twisted mass of steel drew up as if it this, too, were going to fail. Then the cars budged, and with renewed energy the wreckers went at it. 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 cushion for the rest of the train, and assisted the coaches behind to escape damage, one can see just what happened. Evidently the blow from the front through the second car, the baggage, up into the air so that it was on a level with about the middle of the coach behind. At the same time the engine 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 coaches. 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 a level with the tops of the seats and the heads of the passengers.

Two of the fortunate escapes that occurred when the disaster happened were those of the baggage men who had gone into the rear cars to attend to something, and Superintendent Costello, who was also on the train. It was understood that this is the very first time when Mr. Costello was ever known to be anywhere else on the train than in the baggage car. 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, but stopped about six feet short of it. At the end, a traveler, Dr. Boucher, of St. Clair, Mich., who was seated in the end seat and who escaped without injury, relates that two ladies who were seated in the seat just in front of him were instantly killed.

Lying one on each side of the track are the tenders of the engines. Neither of them are on their trucks and both lie 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 a single paint left. They look like a couple of huge coal-bins that have been dropped there.

On the north side of the track on the side of the engine nearest Wanstead, 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, jewelry and what not, are lying about. Not only are the effects of those who were killed and injured lying there, but 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 be claimed.

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

scoped passenger coach and baggage car, are piled hundreds of quarters and 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 destination. On a barrel top right behind the pile of pork lay for a whole 36 hours, one of the gruesome objects of the scene. This was the right hand and arm of the fireman, Ricketts, 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 were 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 found.

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 "disasters." These packages are simply large boxes filled with small goods. There were packages from as far east as New York City, and from 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 almost impossible to tell its number and it was necessary to wire to New York before it could be learned. It was then that the train was taken to the station, and the London agent of the Canadian Express Company, went out to Wanstead and took charge of whatever happened.

Small wreckage lay on every hand in tremendous quantities. Great quantities of brass and iron from the passenger engines and cars lay on both sides of the tracks, and a great deal more was buried under the snow. The farmers who had been coming in from all parts of the country for miles around to view the disaster, had taken quantities of the wood that 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 station, the cause of the accident are confused. Some contend it is owing to one thing and others again say something quite different. The only way of making most credence is that the agent at Watford is to blame. It is said that the agent, Mr. J. D. Beaton, "an Dispatcher James Kerr, of the Grand Trunk, called the operator at Watford. This man, A. Carson, is an old employee of the company and up to the present has been a very good one. He has been said that he was outside on the platform at the time and watched the express go by. When he went inside the train, he was calling over and over again, "Stop 5," "Stop 5," but it was too late. Carson rushed outside just in time to see the tail lights of the train, and he called out and went back and so reported to the operator. In speaking of this, Trainmaster Price says that even if the story was correct, the operator was not to blame. He had no business to be anywhere at the time but at his instrument. As soon as Kerr heard how matters stood he endeavored to catch Wanstead. Wanstead, however, is not a night station and there was no operator there.

Wesley Young, who is in charge of the station at Wanstead, is a man of about 25. He lives less than a hundred yards from the station on the north side of the track. The night of the accident he was looking down the track toward the west, and when 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 unable 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 freight between the two trains. Without waiting for coat or hat, he at once rushed over to the office, and on arriving there found that the train No. 898 was repeating his message over and over "Stop 5," "Stop 5." He broke in and told him that there had been a serious accident, and that the freight was close behind him. As soon as the accident happened, Graham picked himself up and pulled out his orders to examine them. On discovering that the fault was with the freight, he exclaimed "Thank God! I'm right."

An Advertiser reporter took a trip from Wanstead over to Wyoming and interviewed the agent at that place. The man was very reticent on the matter and it was difficult to get any intelligent statement out of him. He would not say far however, that the statement that the freight had received orders at that point to go on to Wanstead and to pass the express at that point. The agent at that point, that Conductor Graham received, he is of course free from any suspicion of blame in the matter.

SUPT. COSTELLO'S ESCAPE. 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 bacteriologists have demonstrated recently, however, that cancers are caused by certain germs or microbes, and there are very few physicians now who do not believe that this is their true origin.

A brochure on this subject, published by A. STOTT & JURY, BOWMAN-VILLE, ONT., which will be sent to anyone interested, on receipt of two stamps, tells all about the germ theory of cancer, and the most successful method of treating this dangerous disease, without the need of resorting to knife or plaster.

narrow, for early in the evening, when the express was pulling out of the 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 engineer 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 before the disaster: J. Gillies, the engineer 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. Colin Mackenzie, also of Sarnia, Gilles' fireman was also practically a new man, having only started work last April. He saw the train approaching and jumped. He was a baker by trade, and had been working for his brothers, Mackenzie Bros., in Sarnia. Ricketts, the unfortunate fireman on No. 5 engine 980, was also a new man, and had only been at work on the road for a few days. The first train to come through to London after the disaster passed Wanstead at 3:30.

INCIDENTS OF THE WRECK.

One of the first to arrive on the scene after 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 first train 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 others I helped to extricate them. We took them into the Pullman cars, where a bed was found for them. In one instance we took out four that had been under the seats. They were in very bad shape. A little girl was on the floor with two heavy cushions from the seats on top of her, for miles around to view the disaster. I understand that since they 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 named Brown, of London, who was pinned under the timbers right near the wreck. He was very badly hurt and could not move his arms, so Brown kept feeding her snow until relief came. All that could be done for them was done, and after lying out for some time they were heaved the others. The little girl died."

MR. COSTELLO'S STORY

Superintendent Was on the Express and Arranged for Relief.

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

told an Advertiser reporter. "I was 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, my first thought, of course, was to get assistance as quickly as possible. I went back to Wanstead and wired to Wyoming to send an engine down to pull the twenty odd freight cars back to that place, and I wired to London and Sarnia for the auxiliaries. Then I went back to the train."

Mr. Costello said that most of the uninjured passengers sat 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 out 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 passenger coach. It entered low down and went higher as it went in further, so that the two floors formed a V. The people at the end near the engine were cut to pieces. There was no escape for them. Those at the other end weren't in such a bad position, because the floor of the baggage car had risen high enough to miss them."

Mr. Costello said that he hoped never again to have to help out the injured in such an accident. It was awful to hear their groans. Their only way of taking them out was a bad way. When they were lifting them through the windows, they suffered awful agony. As quickly as was possible when they were taken out, the injured were placed in the Pullmans and the dead were put in another car. Mr. Costello was asked if any died after being taken from the wreck. He said that four had. They died in the sleeper after being put there. The others were made as comfortable as possible in the sleepers.

"This talk about organizing fire brigades and all that is wrong," Mr. Costello said. "There was no need of anything of the sort. It may have been that some put small fires out by using snow, but anyone at all, if a little blaz started, would throw snow on it to put it out, but there was no necessity for any organized bands of fire-fighters. The man who deserves credit for stopping the fire is Conductor J. McAuliffe. He remembered that there were fire extinguishers on the train, and got them and put the fire out at once."

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

"I don't know whether he'd like this mentioned," said Mr. Costello, "but he did such hard work and such effective work that I could not help noticing it."

Mr. Costello said that until the auxiliaries arrived they were at a disadvantage, not having jacks with which they might have lifted the cars. The Sarnia auxiliary arrived about 1:10, and the London one at 2:30. There were then doctors on hand from London, Watford, Wyoming and Sarnia. As long as there was one person left there needing help, they could not leave there. The injured were as comfortable as they could be in the Pullmans and just as soon as the last one was in the car, the train started for London.

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



Special Clearing Sale Of Ladies' Coats, Capes and Skirts

We want to start upon the new wintering 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, ¾ length, semi-fitted, velvet collar, new sleeve, serge lining. Selling now at only\$7 50
- Ladies' Fawn ¾ Semi-Fitted Coats, velvet collar, stitch trimmed, fly front, inner sleeve, mercerized lining, selling now at only\$8 00
- Ladies' ¾ Semi-Fitted Coats, of fawn jersey cloth, cord and stitch trimmed velvet collar, slash pocket, new sleeve, mercerized lining. Now only\$10 00
- Ladies' 45-inch Box Back Coats, in Oxford gray, bell sleeve with cuff, velvet collar, fly front, slash pocket, mercerized lining, only\$12 00
- Monte Carlo Coats in Oxford gray, black rough cloth and black beaver, from \$9 00 to\$12 00
- Oxford Gray Monte Carlo Coats, double capes, trimmed bands, satin stitched. Selling now at only\$13 50
- Ladies' Gray Homespun Walking Skirts, 7-gore, trimmed stitching, only\$2 75
- Ladies' Black Cheviot Skirts, 7-gore, good flare, cord trimmed. For only\$4 25
- Ladies' Oxford Gray Cheviot Skirts, trimmed with applique of plain black cloth. Selling now at only\$4 25
- Ladies' Black Cloth Flounce Skirts, trimmed with black satin piping. Selling now at only\$6 25

As such specials as these cannot be offered for long, come right along and select your bargains.

Gray and Parker
150 DUNDAS ST. NORTH SIDE.

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

R. to South street, near the hospital," he said. "The injured were brought to the hospital so much quicker in that way."

It is believed that, after the accident, 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; Baggage men Caulfield, Niagara Falls; Fireman E. Ricketts, Sarnia.

Of extra 773—Conductor J. A. Graham, Sarnia; Engineer E. Gilles, Sarnia; Fireman McKenzie, Sarnia. This McKenzie is no relation of the engineer of No. 5.

Speaking of the dead trainmen, Mr. Costello said that he could not understand why Engineer Gilles, of the freight, had not escaped.

"There were three men on that engine," he said, "and the other two jumped, and got away. Gilles must have seen what was going to happen, and must have decided that his place was at the engine."

Of the express, jumped, as he escaped serious injury. He could see what was going to happen. Poor Ricketts, his friend, was down low behind the fire-box and could not see ahead, unless he got up on a step. He probably never knew what happened."

THE VAGARIES OF FATE.

Painful Accident Deterred Famine Shabrook from Taking His Place on Express.

G. T. R. Fireman Heber Shabrook is congratulating himself on having [Continued on page 3.]

OIL! OIL! OIL!

President—Geo. G. Steele.
Vice-Presidents—Fred J. Darch, Secretary—Henry B. Ashplant.
Oliver Ellwood, Treasurer—Geo. M. Fox.
Manager—G. R. Pennington.

London Elgin Oil Company, Limited

CAPITAL STOCK, - - \$250,000
In 10,000 Shares at \$25 Each—No Preferred Stock.

Head Office—London, Ont.

This company owns the leases on 200 acres (room for 200 "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 property 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 stock of that company is now held at \$2 (double its par value).

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. 28) 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 bargain.

200 Shares Only—Par Value \$5,000.

Is now offered
60c on the \$.
\$15 Buys a \$25 Share.

Fully paid and non-assessable; no personal liability; positively only 200 shares will be offered at this price.

IF YOU WANT THEM, DO NOT HESITATE TO WRITE OR WIRE AT ONCE TO THE SECRETARY.

Well No. 3 is Now Drilling.

Our manager has just returned from Petrolia, where he secured an equipment of pumps, and two 60-barrel tanks for immediate operation.

The above proposition is one of the best ever offered to the investing public.

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

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 of the amount of subscription. Address: The Secretary London Elgin Oil Company (Limited), London, Ont.

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

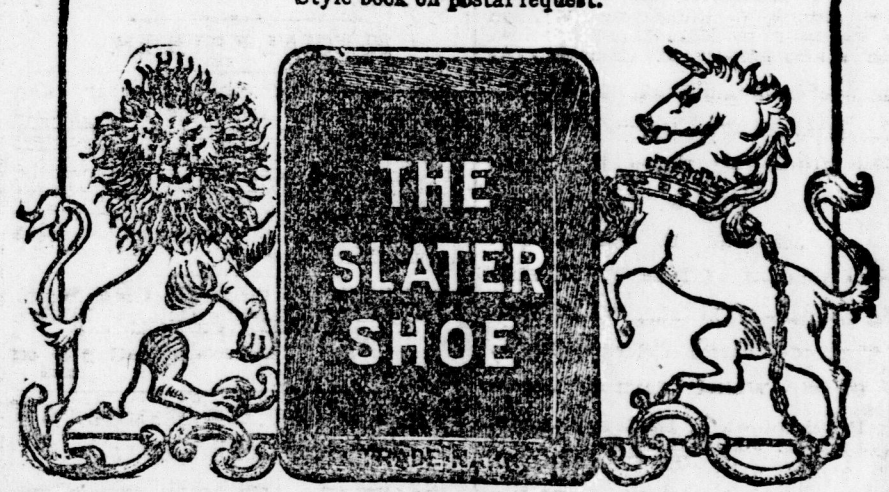
STYLE TRANSMISSION.

Most shoes are copies of copies,—recopied till the subtle elegance of the originals has filtered out.

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.



Montreal, Toronto, Winnipeg, Hamilton, Ottawa, Quebec.
S. W. CALDWELL, Manager,
171 Dundas Street,
Near Richmond. All Cars Stop Here.

200 Agencies in as many Canadian Towns.

At This Time of the Year.

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

ASK FOR
Labatt's
(LONDON)

F. H. BUTLER,
STOCK BROKER.

Stocks, Bonds, Grain and Provisions
bought and sold for cash or on margin.
Send for vest pocket manual. Long dis-
tance "phone" calls. OFFICES—Masonic
Temple, London.

TODAY'S MARKETS

OTHER MARKETS ON PAGE 5.

CHICAGO EXCHANGE.

Reported for the Advertiser by F. H.
Butler, stock broker.

	Open	High	Low	Close
Wheat—Dec.	73 1/2	74 1/2	73 1/2	74 1/2
May	77 1/2	78 1/2	77 1/2	78 1/2
Corn—Dec.	43 1/2	44 1/2	43 1/2	44 1/2
May	47 1/2	48 1/2	47 1/2	48 1/2
Oats—Dec.	32 1/2	33 1/2	32 1/2	33 1/2
May	36 1/2	37 1/2	36 1/2	37 1/2
Pork—Jan.	17 1/2	18 1/2	17 1/2	18 1/2
May	16 1/2	17 1/2	16 1/2	17 1/2
Lard—Jan.	10 1/2	11 1/2	10 1/2	11 1/2
May	9 1/2	10 1/2	9 1/2	10 1/2
Rib—Jan.	8 1/2	9 1/2	8 1/2	9 1/2
May	7 1/2	8 1/2	7 1/2	8 1/2

OLD COUNTRY PRICES.

London, Dec. 27.—Canadian cattle are
unchanged, at from 13s. 6d. to 15s. 6d. per lb.
Dressed weight; sheep are quoted at 12s.
to 13s. 6d. per lb.; hogs, 12s. 6d. to 14s. 6d.
per lb.; refrigerator beef is weak, at 10s.
to 11s. 6d. 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, Alder-
men and Board of Education.

The nominating for the mayorality,
school trustees, hospital trustees and
water commissioners took place this
morning in the city hall. There was
but one election by acclamation, that
of Mr. E. J. MacRobert, for Ward 4.
A meeting was called for this evening
at 7:30 in the city hall, when the vari-
ous candidates will speak.

FOR MAYOR.

Clarence Thomas, Campbell, proposed
by Thomas Cooney, seconded by A.
Greenlee.

Charles Taylor—H. M. Douglass, H.
MacKinnon, Back—John Christie, O. La-
belle.

W. H. Winnett—W. F. Roome, Wm.
Wyatt.

C. Judd—R. J. Hennessy, J. P.
Moore.

HOSPITAL TRUSTEES.

Adam Beck, proposed by H. MacKinnon,
seconded by John Christie.

G. M. Reid—A. Greenlee, Cl. T.
Campbell.

Thomas Beattie—R. A. Bayly, H. M.
Douglass.

Win. Wyatt—John Whitaker, B. S.
Sainsbury.

Richard A. Bayly—F. Hayman, W. D.
Willis.

Adam J. McMahon—J. H. McMechan,
H. M. Douglass.

FOR SCHOOL TRUSTEE.

No. 1 Ward—
W. J. Cullis, proposed by Wm. Gerry,
seconded by James Johnson.

C. J. McCormick—H. Winder, W. J.
Tessdale.

No. 2 Ward—
Charles Colerick, proposed by D. C.
Macdonald, second by W. Grant.

D. W. Blackwell—E. T. Essery, W. T.
Strong.

No. 3 Ward—
W. J. Stevenson, proposed by F. L.
Walsh, second by G. Link, T. Baker.

C. W. English—A. E. Welch, R. A.
Carrothers.

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

F. J. Rumball—H. H. McMechan, W. H.
Winnett.

WATER COMMISSIONERS.

R. A. Carrothers, proposed by Charles
Taylor, seconded by H. Winder.

Sell Cooper—A. E. Welch, W. Ayers.
H. M. Douglass—Henry Dreaney, H.
Winder.

T. Essery—H. B. Gahan, H. Winder.
William Jones—James Calhoun, W. J.
Willis.

J. W. Little—William Gerry, A. V.
Escher.

J. W. Pocock—James M. Logan, H.
Winder.

J. W. Jones—R. W. Bennett, C. Camp-
bell.

F. J. Rumball—H. H. McMechan, W. H.
Winnett.

FOR ALDERMEN.

W. D. Willis, proposed by William
Jones, seconded by John E. Showler.

H. J. Stevenson—Cl. T. Campbell, A.
Greenlee.

Arch. Becher—Adam Beck, E. W. Grif-
fith.

H. M. Graydon—F. Hayman, A. E.
Carrothers.

Thomas Hillard—C. Boyce, R. A. Car-
rothers.

F. J. Fitzgerald—W. W. Gammage, Cl.
T. Campbell.

M. D. Donohue—H. C. Clark, E. J.
Wright.

Thomas Jones—J. C. Judd, W. M. Eng-
lish.

C. H. Ziegler—J. C. Judd, W. H. Win-
nett.

A. Trafford—Charles Colerick, R. A.
Bayly.

Sam Stevely—Walter Bartlett, James
Johnson.

J. H. Pritchard—R. A. Bayly, T. Jones.
J. C. Judd—T. Jones, S. 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.
Ayers.

R. F. Matthews—John Hodgins, John
Jones.

W. Walsh—H. Winder, H. M. Douglass.
A. E. Welch—W. J. Tessdale, Cl. T.
Campbell.

J. H. Saunders—Alex. Graham, John
McNab.

W. Scarrow—Thomas Fowler, P. Walsh.
J. B. Campbell—E. J. MacRobert, W.
T. Strong.

Cl. T. Campbell—Neil Cooper, W. M.
English.

M. Scarrow—A. Keenleyside, A. K.
Hicks.

A. Keenleyside—W. Scarrow, A. K.
Hicks.

Henry MacKinnon—W. H. Ferguson, E. A.
Shelbottom.

H. M. Douglass—Charles Taylor, P.
Walsh.

Charles Taylor—P. Walsh, H. Winder.
Neil Cooper—C. J. McCormick, R. A.
Carrothers.

Henry Dreaney—R. A. Carrothers, S.
O'Mara.
James M. Logan, E. J. MacRobert, C.
J. McCormick.
R. S. Abram—J. C. Judd, J. M. Logan.
Andrew Greenlee—J. W. Jones, John
Christie.
Henry Winder—H. M. Douglass, Henry
Dreaney.
S. O'Mara—H. M. Douglass, Henry
Dreaney.
R. A. Carrothers—P. Walsh, H. M.
Douglass.
J. H. McMechan—J. W. Jones, John
Christie.
R. R. Bland—R. A. Jones, H. J. Har-
dingham.
John Forrestal—George Hayman, Henry
Depper.
W. H. Winnett—John Bowman, Joseph
Granger.
J. C. Park—Thomas Cousins, C. J. Mc-
Cormick.

ARE DOING MUCH BETTER

Patients at Hospital Subject to Noticeable
Change.

The condition of the patients at Vic-
toria 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
he was merely suffering from shock.

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
them.

Mrs. Dr. Stewart, of Oshkosh, Wis.,
is now in the hospital. She was in-
jured in the wreck. Mrs. Cootie, of
Chicago, and Dr. Harvey are all much
better.

It has been stated that George
Stacey, of Wainstead, was in a pre-
carious condition. This is not correct. His
injuries are not at all serious.

Supt. Heard gave out the following
statement today: "Since the report
given out last night no further serious
developments have materialized. All
the patients are resting well, and we
have every hope for the recovery of
each."

None of the injured have been re-
moved 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. McMechan, 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 Wainstead, was
coming home from Buffalo to visit his
father. When the accident occurred
he was only slightly injured, though
at first it was feared to be quite seri-
ous. He had not told his father that
he was coming, and friends of his on
the train thought that the best
thing he could do would be to go
back to his home in Wainstead.

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 cars, and several oil
tanks. When the train was nearing
Koskoma 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 un-
aware 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 man-
slaughter, and heavy damages were
secured against the company in several
cases.

THE KOSKOMA HORROR.

An appalling accident occurred on the
Great Western Railway (afterwards
the Grand Trunk) on the train which
left London for Sarnia at 6:30 p.m. on
Saturday, Feb. 23, 1879.

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 cars, and several oil
tanks. When the train was nearing
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cases.

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

PICKING THE NOSE IS A COMMON
SYMP-
TOM OF WORMS. Mothers who sus-
pect their child is troubled with
worms should administer Dr. Low's
Worm Syrup. It is pleasant, safe and
effective.

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 597.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets.
All druggists refund the money if it fails
to cure. E. W. Groves' signature is on
each box. 25c.

Ask your neighbors if
they don't think thatSTRONG'S
BAKING
POWDER

Is the best they ever used.

MANUFACTURED BY
W. T. Strong & Co.

DRUGGISTS
184 Dundas Street.

FREE to housekeepers on application.
A valuable recipe book on the Art of
Cooking. Marriage Licenses issued at
above address.



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

His Explanation of Why He
Did Not Deliver Kerr's
Order to No. 5.

Andrew Carson, the operator at Wat-
ford, the first station east of the wreck,
whose failure to deliver orders to Con-
ductor McAuliffe, of the Pacific ex-
press, is said by the Grand Trunk of-
ficials to have caused the wreck, yes-
terday afternoon made to The Adver-
tiser his first statement since the
wreck. He says he received the order
for No. 5, the express, to pass the
freight at Wainstead, at 9:48 o'clock,
but declares positively that a few min-
utes 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 Wy-
oming and ascertaining that the freight
was then there, the dispatcher called
me rapidly a half-dozen times. When
I answered on the wire he told me to
'bust' the order. I wrote 'bust it'
across the order just as No. 5 was
coming in. Conductor McAuliffe came
in and asked me what the order board
was out against him for. I told him
that we had had an order for him, but
the dispatcher had 'busted' it. He asked
me to hurry and write him a clear-
ing order, which I did. After the train
had started and was out of my reach,
the dispatcher learned that the freight
had left Wyoming. I told him I could
not stop No. 5, as it had left. He im-

mediately began calling Kingscourt
Junction, the station between Watford
and Wainstead, on the railroad wire,
and I tried to raise them on a com-
mercial 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
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 au-
thority to take this action. Dispatcher
Kerr's order book in the local Grand
Trunk office does not show that the or-
der was "busted," or canceled, as Car-
son claims. According to the book it
was still in force, and should have been
delivered to the conductor of the ex-
press. Kerr has not made any state-
ment, 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
against canceling or "busting" train
orders is the strictest in the com-
pany's code. "I do not believe," he said
last night, "that it has been violated
since the standard, dispatching rules
went into effect. Dispatcher Kerr is
one of the best and most efficient dis-
patchers in our service. He is the
operator who accompanied the train
bearing the Duke and Duchess of York
on the royal tour of Canada a year
ago. I have every confidence in him."

Other Grand Trunk officials who
were present also expressed their con-
fidence in Kerr.

MESSAGES CHASED FROM
ONE STATION TO ANOTHER

Dispatcher Kerr Followed the
Express by Wire Trying to
Get It Stopped.

[Special Dispatch from Advertiser
Reporter.]

Wyoming, Dec. 29. — The coroner's
inquest into the Wainstead railway dis-
aster opened here this morning in the
Temperance Hall, with Coroner Albert
Edward Harvey in charge.

The following jury was impaneled: J.
W. Smith, foreman; W. M. Coghlin,
Simon Casey, G. C. Hartley, William
Culbert, James Wilson, Pierce Baker,
John Gibson, Rev. J. M. Gunn, Robert
Rae, R. W. Haines, E. J. Haines, Rev.
G. W. Andrews, Rev. W. J. Richardson
and C. H. Smith.

Others present were J. P. Bucke,
county crown attorney of Lambton, and
W. J. Hanna, P. P. and Lawyer
from 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 citizens of Wyoming, Lon-
don and other places.

The first witness called were Wm.
Jackson and George Silston, two sec-
tion foremen, who testified to the ex-
tent of their duties and told of their
work at the wreck.

Then called, and his counsel, Mr.
Hanna, objected to his evidence being
taken until after the others had been
heard. The objection was sustained.

The next witness was Train Dis-
patcher James Kerr, of London. Kerr's
evidence was given very fully and cre-
diting the story of how he endeavoured
to hold No. 5 at Watford and Wain-
stead, and both had had manage-
ment to get away. Kerr stated that he
was at the wire seven or eight
minutes, trying to get
Kingscourt Junction. When at last he
was able to get the junction, the ex-
press had already passed, and he did
not know 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
been 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 Wainstead.
Shortly after Wyoming reported to the
dispatcher that the freight was slow
in getting out. Kerr's order was prop-
erly repeated back by both operators,
and Kerr marked it "O. K." Kerr asked
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
"All right, bust it." Wyoming then re-
peated freight putting out. Kerr said,
"Let her go." He then called Watford.
Watford reported No. 5 had gone
and that he had "busted" order for
No. 5. Kerr then called Wyoming and

asked if No. 5 was coming. Wyoming
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A True Nerve Tonic

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 restored and strengthened by assisting food. The marvelous action of Ferrozone arises from its action over the digestive and circulatory systems. When you take Ferrozone the blood is purified, strengthened and grows rich and red. Then you grow vigorous, healthy and beautiful. And you will be able to do anything you wish to do it. No tonic for the brain, eye or nerves compares with Ferrozone.

Get it at Druggists or Polson & Co., Kingston, Ont.

The party had engaged pleasant apartments in a delightful quarter of the city, and thither they proceeded at once

[To be Continued]

If you have Rheumatism why don't you try my Rheumatism Cure? It has cured thousands who had given up all hope of recovery—it can cure you. Try it. It costs but 25 cents, and in a few hours will relieve you of pain. In from one to three days it will drive the disease out. Get it today—you will thank me.---MUNYON.



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BRUSSO THE WINNER.
Detroit, Dec. 27.—Three bouts at Light Guard Armory last evening, each one of which Referee Terry McGovern 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, out, put away Tom McCune in seven rounds; Whittaker won from Zoltowski in three, and Johnnie Beau-

This contest, either boy at different stages looking to have a chance to win. There were three knockdowns in this period, Brusso scoring two and McCune one. Brusso started the speed work, going to McCune's jaw. The latter worked for Brusso's stomach and drove home a couple that counted. Towards the close of the period Brusso looked to be a little better while McCune was coming. The men were willing to stall through the sixth, and it was repetition of the opening round.

Brusso started after McCune when the bell sounded for the seventh, rushing in and driving home a couple. McCune left for the jaw. With the round a little less than half gone, he got McCune's jaw.

dian Rugby football team and the Edinburgh Wanderers played here 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

Cook's Cotton Root Compound.

Ladies' Favorite
Is the only safe and reliable
regulator on which women can
depend "in the hour of need,"
and time is needed.
Prepared in two degrees of
strength. No. 1 and No. 2.
No. 1.—For ordinary cases—
is by far the best degree of
medicine known.
No. 2.—For special cases—10
times stronger—three times the
price.
Ladies—ask your druggist for **Cook's
Cotton Root Compound**. Take no other
as all pills, mixtures and imitations are
dangerous. No. 1 and No. 2 are
recommended by all druggists in the Do-
minion of Canada. Mailed to any address
on receipt of price and five-cent postage
stamp. **The Cook Company,**
Windsor, Ont.
No. 1 and No. 2 sold in London by
McCullough & Co.

IF YOU HAVE A PICTURE TO FRAME

we will frame it for you in a most artistic manner at a reasonable price.

O. B. GRAVES,
222 Dundas Street.

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 533.

SMITH BROS. & CO.,
265 DUNDAS STREET.

Rings
Solid Gold, \$1.00.
Gold, Gold, heavy, \$1.25.
Opals, \$2.00 to \$3.50.
Diamond Rings, \$10.00 and upwards.
Whole Pearl Rings, \$4.00 to \$15.00.
Gent's Plain Gold Rings, \$1.00 to \$2.50.
Gold Filled, \$1.00 to \$2.50.
Solid Gold, \$1.00 to \$2.50.
All my stock is new and up to date.

C. R. SUMNER, 380
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Phones 543 and 373. 180 King St.
Reasonable Charges. Personal Attention. First-Class Equipment. Open all the year around.

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DAISY FLOUR.

Sold by all grocers. Unsurpassed for baking bread and pastry. Manufactured by **J. HAWKINS, A. & Co. Roller Mills, Arva, Ont.**

W. S. LOCKHART,
House Decorator, Painting, Paperhanging, Residence, Beaconsfield Avenue.

H. C. McBRIDE, Architect and Surveyor, 213 Dundas St.

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W. CAVEN BARRON, Pianist, Principal.

Best teachers in the city at the conservatory. Every pupil under Mr. Barron's direction, and reports of pupils, are sent home to parents.

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119 Dundas Street. Phone 686.

If you want a good turnout, give us a call. Coughs 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 the Ghetto" 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 etched in the memory of a rarely beautiful production. The first scene shows the gardens of Ireland's Lord Lieutenant and the beauty of the Emerald Isle, not of actuality. The second scene pictures the caves of Carrig Cleena at night. This is a legendary spot, said to be peopled at midnight with fairies. The costumes of the first act are pretty gowns worn by the peasant, smart red coats and cream-colored knickerbockers worn by a regiment of Devonshire soldiers, and the strains of music and 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 at the Grand and the last of the new Sir Arthur Sullivan opera—the last work of the famous composer whose musical genius is forever etched in the memory of a rarely beautiful production. The first scene shows the gardens of Ireland's Lord Lieutenant and the beauty of the Emerald Isle, not of actuality. The second scene pictures the caves of Carrig Cleena at night. This is a legendary spot, said to be peopled at midnight with fairies. The costumes of the first act are pretty gowns worn by the peasant, smart red coats and cream-colored knickerbockers worn by a regiment of Devonshire soldiers, and the strains of music and the Lord Lieutenant and his retinue. The Emerald Isle is booked for the Grand tomorrow evening.

THE PREMIER OF "CASTLE."

The first production of T. W. Robertson's comedy, "Castle," was made April 1887, in the Strand Theatre, 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 seasons ago by John Hare at New York. This season a notable revival of the sparkling play is given, with perhaps the strongest company ever gathered together for "Castle" in America. The players are all artists of national reputation, several of whom have starred successively on the Pacific coast: the Countess de Castelvetro, recently with Sir Henry Irving's company; William Hare, who occupied a leading position in Augustin Daly's company; Lawrence Griffith, who has appeared in principal roles in many important productions; William A. Evans, the well-known comedian, and Miss Edie Hay, who has succeeded in booking "Castle" for the Grand Opera House on Saturday, Jan. 2.

MARKS BROS. ALL WEEK.

Mark's Bros. company continue to draw big houses at the Grand, 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 parquette was well filled. Tonight's play is "The Price of the Army," a military drama, which has not been hitherto seen in London.

Happiness is the proper goal of human life, and health is indispensable to it—take Hood's Sarsaparilla.

Flowers, Plants FOR CHRISTMAS.

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For Calendar and further information address J. J. BAKER, M.A., President, 72n-12x.

The Best There Is.

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 purpose, 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. Ladies' Solid Gold Rings, \$1. \$1.50, \$2.50, \$3.50, \$4.50, \$5.50, \$6.50, \$7.50, \$8.50, \$9.50, \$10.50, \$11.50, \$12.50, \$13.50, \$14.50, \$15.50, \$16.50, \$17.50, \$18.50, \$19.50, \$20.50, \$21.50, \$22.50, \$23.50, \$24.50, \$25.50, \$26.50, \$27.50, \$28.50, \$29.50, \$30.50, \$31.50, \$32.50, \$33.50, \$34.50, \$35.50, \$36.50, \$37.50, \$38.50, \$39.50, \$40.50, \$41.50, \$42.50, \$43.50, \$44.50, \$45.50, \$46.50, \$47.50, \$48.50, \$49.50, \$50.50, \$51.50, \$52.50, \$53.50, \$54.50, \$55.50, \$56.50, \$57.50, \$58.50, \$59.50, \$60.50, \$61.50, \$62.50, \$63.50, \$64.50, \$65.50, \$66.50, \$67.50, \$68.50, \$69.50, \$70.50, \$71.50, \$72.50, \$73.50, \$74.50, \$75.50, \$76.50, \$77.50, \$78.50, \$79.50, \$80.50, \$81.50, \$82.50, \$83.50, \$84.50, \$85.50, \$86.50, \$87.50, \$88.50, \$89.50, \$90.50, \$91.50, \$92.50, \$93.50, \$94.50, \$95.50, \$96.50, \$97.50, \$98.50, \$99.50, \$100.50, \$101.50, \$102.50, \$103.50, \$104.50, \$105.50, \$106.50, \$107.50, 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