

The Daily British Whig

LAST EDITION

YEAR 76—NO. 22.

KINGSTON, ONTARIO, WEDNESDAY, JANUARY 27, 1909.

MET AWFUL DEATH

Father and Son Killed By a Grand Trunk Train.

William Spooner, of Glenburnie, and His Ten-Year-Old Son the Victims—Mrs. Spooner Badly Hurt.

The Dead.
WILLIAM SPOONER, aged forty-three.
WILFRID SPOONER, aged ten.

Seriously Injured.

MRS. WILLIAM SPOONER.
A fearful accident occurred at the railway crossing of the outer Grand Trunk station, at 7:15 o'clock, Tuesday evening, causing the instant death of two persons, and the serious injury of another.

The dead are William Spooner, a prosperous farmer of Glenburnie, and his ten-year-old son, Wilfrid Spooner. Mrs. Spooner was very badly injured and is now lying in the general hospital in a critical condition, but hopes are held for her recovery.

The accident happened at the outer station, at 7:15 o'clock, engine No. 244, in charge of Engineer McEwan, drawing local train No. 13, from Brockville to Belleville, crashing into Mr. Spooner's wagon as he went to drive across the tracks. Mr. Spooner was in the city all day attending the market. He left early in the evening to drive home, and had reached the station when, without an instant's warning, he and his young son were sent into eternity.

There are many stories as to just how the accident happened, but it is generally understood that when the man arrived at the tracks, the suburban train was just pulling into the station, and he waited for it to pass. When it had gone by, thinking he had a clear road ahead, drove immediately in front of the train rushing into the yards from the east.

The Crash Occurs.

The engine hit the right hand side of the wagon, just behind the front wheel, and just forward of the seat, containing the three people, so that they were practically hit by the engine at the same instant it hit the wagon. The crash was heard 200 yards away. The wife and child were thrown off to the side of the track, but Mr. Spooner and the wagon were carried right up to a point directly in front of the refreshment building at the station, a distance of about 100 yards. The wagon must have been torn away from the horses at the instant the engine came in contact with it, as the horses galloped on down the road uninjured. The train would have been coming at quite a fast rate if it had not been stopped by the crash. Those in the station plainly heard the crash, but did not know what was the cause, until the engine came to a stop, and they saw the wagon jammed on the cowcatcher. Even then they did not realize that anyone had been seriously injured.

DAILY MEMORANDA.

Skating at Royal Rink, to-night.
Board of Works, 4 p.m., Thursday.
Good Working, Zion Rink, to-night.
Hockey, 8 p.m., 14th Regt. vs. Osogode.
Kingston Hockey Club, Annual Meeting, 8 p.m.
Bible Society Meeting, 8 p.m., First Congregational Church.
Limestone Lodge, No. 617, A.O.U.W. meeting, Thursday evening, at 8 o'clock.
Remember High Tea, Y.W.C.A., Thursday, Jan. 28th, in aid of new building.
Bible Society, Annual Meeting, First Congregational Church, Wed., 8 p.m.
"Raffles is a clever chap."
And is having fun galore.
You can see some of his photos in George Mills & Co's Fur Store.
Bijou Theatre—Dramatization of Sir Walter Scott's Famous Novel, "The Bride of Lammermoor." "An Artist's Romance." "The Burglar and the Child." "The Repentance Ship." "Jim, The Hero of Paradise Alley." Will West in Illustrated Song.

Jan. 27th, in Canadian History.
1854—The main line of the Great Western Railway was opened for traffic.
1858—Queen Victoria, officially named Ottawa as the site of the future Canadian capital of British North America.
1879—John Morris, a noted carman, was run over and killed by a railroad train near St. John, N.B.
1887—Sir Charles Tupper resigned the High Commission in London and became Minister of Finance.
1901—Heavy loss by fire at La Prairie.
1902—Cecil Hotel in Ottawa was partly destroyed by fire.
1905—The Hon. George W. Ross was selected to lead the Opposition in the Ontario Legislature.
1906—The Canadian Pacific steamship "Empress of Ireland" was launched at Gowan on the Clyde.

Last Week
Of Our China Sale
25% Off.

This is an exceptional chance to get a genuine bargain. We are offering some goods at less than cost.

Robertson Bros.

known in the city and surrounding country, and was respected and honored by all who knew him. He was the son of the late William Spooner, who died at Glenburnie not many months ago. He was about forty-three years of age. About twelve years ago he married Miss Craig, a daughter of William Craig, Glenburnie. Besides his wife, one child, Ada, aged five years, is left to mourn his loss. Little Wilfrid, only ten years old, was the joy of the household. He was a bright, clever little chap, and was a great favorite among his play fellows and all who knew him, young and old.

Engine No. 244.

The engine No. 244, was in charge of Engineer H. McEwan, and the train in charge of Conductor Young. Both men will be here for the inquest. As far as could be learned at the station from those that were present at the time of the accident, the engineer is free from all blame.

Had there been a watchman at the crossing, as there is in the daytime the accident might have been averted. There is a watchman there from six o'clock in the morning until six o'clock in the evening, but none there one or more needed, especially between seven and eight o'clock, as he would know the time all trains were due, and could warn people of their approach. In the daytime, people driving by can see plainly up and down the track, but at night it is almost impossible to do so, as the light on the train gives the only warning one could have.

News Of The Accident.

The news of the sad accident was carried away to Glenburnie by a young man, who was staying at the Windsor hotel. He left on his errand as soon as the bodies were brought to the city. The sad tidings, as can be imagined, caused a great shock to all the Glenburnie people, as the deceased's family was one of the most popular among them, and was known far and wide.

In the city, the fatality caused quite a stir, a large number of people going to the depot to see what was the matter. The deepest sympathy is felt for Mrs. Spooner, her little daughter, Ada, and all relatives in this dark hour of trouble.

Early this morning the hospital authorities stated that Mrs. Spooner had passed a good night and was as well as could be expected. It was thought that she would pull through all right.

The accident Tuesday night was the first one since 1899, when a woman was killed at the same spot, and at just about the same time of day.

Some Further Details.

Further details of the sad affair were secured at the outer station early this morning. Mr. Spooner stopped at the residence of Mrs. McEwan, an aged lady, who died on Monday evening, and his wife got out of the wagon and entered the house. She remained for a few moments and then returned to the wagon. When Mr. Spooner started to drive away, a young man employed by the G.T.R. called to him to look out for the train. The suburban passed just after this on track No. 1, through the lights, as there are six tracks at the crossing where the accident happened.

The train ahead of No. 13, had placed two fog signals on the rails, down near the switch, and the reports of these were heard at the station. Men at the head of the street car also heard the whistle blow before the train entered the yards.

The tracks, from the crossing to the station show many traces of the accident. Splinters of the wagon, particles of flour, sugar and candy are plainly seen on the rails. The wagon was removed early this morning. The engineer on the ill-fated engine passed down this morning, on his regular run, but did not have anything to say about the accident.

The crossing at the junction is so narrow that the tracks are so close together, that it is almost impossible to see the tracks. The road approaches the tracks diagonally. Although there may be trains on the tracks, the puffing of two or three engines makes drivers of horses uncertain as to whether the crossing is safe or not. Even experienced drivers have had close shaves at the crossing at night, sometimes driving on the tracks and finding themselves very close in front of a slowly moving train.

The Wrecked Wagon.

As soon as the bodies were removed from the station, the yard men and train crew started to remove the wrecked wagon, and pieces of the cowcatcher, etc. The right hand side was crushed and broken to splinters by the force of the blow. Both wheels of the right hand side were smashed into many pieces, even the tire being torn from the rim and the spokes and box of the rig being made into match wood.

From the appearance of the bottom of the wagon, the family were taking home a large amount of provisions, etc. Particles of flour and sugar were seen around the bottom of the wagon, and also a few pieces of coal. Later the sacks were found, showing that some bags of coal, flour and other goods were being carried.

The horses galloped away down the road past the toll gate and everyone thought they would go home direct, but luckily a man named Gallagher, living down near the first schoolhouse, heard their coming, galloping along, and tried to break the bad news to the relatives. From the appearance of the horses, neither was touched by the train. One was slightly injured, but nothing of any account. They were brought into the city and put into a livery stable.

The engine must have hit the rig with great force as the huge iron plate that is placed in front of the engine carrying the number 244, was broken, as a piece of china, by the force of the blow. Other slight damage was also done to the locomotive. The train was some minutes late leaving the city.

The Spooner Family.
The late Mr. Spooner was well-

HOUSE OF COMMONS.

The Making of Treaties—Regulations Regarding Tenders.

From Our Own Correspondent.
Ottawa, Jan. 27.—During a short session of the House of Commons, yesterday, the chief matter which came up for discussion was a demand by R. L. Borden, that the terms of the waterways treaty between Great Britain and the United States should be laid before the Canadian parliament. This treaty was one, he said, in which important Canadian interests were concerned. It had been before the United States senate for some time past, and under these circumstances he could not see any reason why Canadians also should not be made aware of it.

Mr. Borden said he was quite aware that, under the United States constitution, all treaties had to be ratified by the senate before they were binding on the republic. The British custom, on the other hand, had placed the treaty-making power in the king's hands, but in certain commercial treaties, it is stipulated that they are not to bind the colonies concerned until the approval had been obtained of the colonial parliaments. Mr. Borden was of opinion that the same principle might very well be applied to treaties between Great Britain and the United States, in which Canadian interests were affected; that to see that the approval had been obtained, not only of the United States senate, but of the Canadian parliament as well.

Sir Wilfrid Laurier had no objection to take to the course which Mr. Borden had advised. As all events had stamped and should not be communicated to the dominion parliament as soon as they had been signed by his majesty. In the present case the dominion government was fully aware of the contents of the waterways treaty, but had not yet been furnished with a copy of the treaty itself as agreed to. Mr. Borden of Greater, had a resolution on the order paper, regarding the method of handling tenders received by the various departments of the government, so as to make better provision against fraud and to prevent all possibility of such tenders being tampered with.

The minister of public works explained that the government had recently adopted general regulations on this question, which he thought would meet the points raised. It is now ordered that all tenders are to be submitted under seal and to be addressed to the officer who is ordered to receive them. On receipt they are to be stamped and dated, and placed under lock and key until the time comes to open them. Tenders are to be opened before the minister and one of his principal officials or else before two officials designated by the minister and are to be initialled as soon as they are opened.

Mr. Borden asked whether the government had taken any action to recover \$39,933 from George McAvittie and B. B. Mays, in connection with their dredging contract at St. John. This question was based on the statements which were made by Contractor Mays during the recent election campaign, in which he claimed to have paid McAvittie for his alleged influence with his government in obtaining the contract.

The minister of public works replied that the St. John dredging contract was awarded to the lowest tenderer and that the proceedings were quite regular.

A CLERGYMAN ILL.

Cyrus Edgar, Camden, Elected As Warden.

Napanee, Jan. 27.—Rev. W. H. Emley has been seriously ill with an attack of appendicitis. To-day he is reported to be improving nicely and almost out of danger. Garret, Cox, Port Arthur, is visiting his parents, Mr. and Mrs. George Cox, Enterprise, and is absent of three years.

Cyrus Edgar, Camden, was elected warden by the county council in session here this week. Mr. and Mrs. W. C. Schell, leave to-morrow for their home in Kelowna, B.C. H. S. Grange leaves to-day for Winnipeg, Man. William Woodham, druggist, left Monday for Winnipeg, where he has secured a good position in a drug store in the Prairie City. James Woodham is very ill with but little hope of recovery. He suffered a stroke of paralysis a few weeks ago and continues to fail daily.

Johal Aylesworth is quite ill with slight fever, but is sinking rapidly. He has been unconscious for the past two days.

HIGH TIDES ON PACIFIC.

Much Property Destroyed By Water Flooding.

Portland, Ore., Jan. 27.—Phenomenally high tides, resulting in places proportions, of tidal waves, are reported from points all along the Pacific coast from British Columbia to southern California. At Marshfield the high tides have swept away the dikes in the southern portion of the city, letting in water which flooded scores of dwelling houses and did damage of which will reach into thousands of dollars.

Carlos Wittick, five years old, playing on the wharf of North Bend, was swept into the sea and drowned. A gasolene launch with eight passengers was also wrecked, but reports say that all were rescued.

That of Astoria the tide reached a mark three feet above any previous government tide record. Dikes and the railway bed at Warrenton were washed out.

Representative Rainey, of Illinois, made a demand in the House of Representatives, on Tuesday, for an investigation by congress of the Panama canal purchase.

THE MAN OF MYSTERY

Still Defies Capture—Goes in Local Stores.

He Was in the King Edward Theatorium Last Night—A Description Given of Mr. Raffles.

Height 5 ft., 10 in.
Weight 154 lbs.
Hair Dark Brown and Wavy

With excitement in the chase after the Whig's mysterious Mr. Raffles so intense that excited "man-hunters" are absolutely grabbing everybody, whether they resemble the missing one's photos or not, we have decided to add a further item on a distinguishing characteristic of Mr. Raffles, namely his hair. Every day that he remains at liberty this description will be augmented until even the condition of his teeth will be given. But surely King-tonians, with the distinguishing marks here given, by carefully studying his photos at George Mills, will be able to bring the quarry to bay within the next twenty-four hours.

Remember, it is absolutely immaterial now when he is captured. We don't care. L. Hayden O'Connor and George Felix Green don't care. Neither does Mr. Raffles. The only reason that he has so long evaded you all is the fact that he is so remarkably clever, almost supernaturally so, at this particular kind of work. However, by all means don't lose heart now, especially when he himself is beginning to admit that he doesn't expect to long evade capture. In fact with the daring chameleon he proposes taking from now on, it will be a serious knock to King-tonian shrewdness if some one does not land him soon. Remember this, too, that he must be captured by some one, we care not who. You may just as well be the lucky one. The reward put up on his head is the royal sum of \$100,000. So that it behooves you, if a particle of sporting blood runs through your veins to get in line, take out a subscription for the Whig, be it for three, six or twelve months and qualify for the other different rewards. J. A. Smith, the clever "seventh son" is hot on his trail since the ban was lifted on him and by his shrewdness has unearthed several good clues. Likewise, John Green, Raffles was right there with his "kidding clothes," yesterday, and experienced no real difficulty in evading local Scotland Yard. He is particularly pleased with the turnout procured from phone 690 and wishes to especially compliment the warden's grandness. His letter, driver on, his movements of yesterday follows, making very interesting reading indeed:

"Dear People of Kingston:
I begin to wonder each time I write you whether or not it will be my last letter to you. You are certainly exhausting every particle of my energy, I have not slept trying to devise ways and means of fooling you. And what? I'm not succeeding any way. Are you going to let me go? At the rate you're going, I'll be a skeleton when I'm finally mailed. All jokes aside, boys, I'll admit you've given a pretty fair go, but it will afford me quite a little relief when it all over. I tell you this job of mine is a bigger one than will appear on the surface. Fighty out, anyone or you, how you'd like to better try to evade 20,000 people, conceal his identity, and at the same time intermingling with them day in and day out. I guess you'll admit its some job, eh? But I'm committed enough to state that there's no one in this broad land of ours who is better fitted by nature and experience to carry out the work successfully. I'm trying to demonstrate the fact to you daily. How do you think I'm getting out?

"Well, getting down to business, I set out to tell about my experiences of yesterday and I'm afraid I'm getting away from the subject. In the morning I devoted myself to a visit to the residential district in the vicinity of the college grounds. While I met several men, evidently all students, none of them were sufficiently shrewd to recognize the 'sloppy' look of an individual with dirty face and navy's costume, who stopped no less than three of them, or a latter another, on University avenue, and asked for a match to light his clay pipe. Shame on you, Queen's! Later on I met I Birch's and Best's drug stores, after of course changing my costume, and made a few purchases. No doubt the different clerks will remember me, if they brush up their thinking apparatus a bit. Too bad they weren't in better working order at the time. I had some fun at the Military College in the afternoon, and the college boys were sure completely fooled. They suspected the wrong man entirely while I took it all in. College education evidently don't assist much in corraling a man like me.

Let us demonstrate the Thermo-bottle to you next time you are down town, at Gibson's Red Cross drug store.

Three men dead at Fort Dupont, Del., from drinking denatured alcohol. "Wild Cherry" cough cure. Regular price 25c. each; 2 for 25c., at Wade's drug stores.

town, in fact I wager that seven out of every ten who read this are acquainted with her, at least by sight. I saw Mr. O'Connor on the far side of the street, giving a bogus signal down Princess street, that so attracted the crowd's attention that we passed into the theatre after buying two tickets, without attracting undue attention. In fact any who noticed us at all, little suspected that I was the man of mystery, of course every one expecting me to enter alone. We had to stand a few minutes, so large was the crowd, while a sent was procurable. We sat on the left hand side of the left aisle about six rows down. Remained for the full performance and passed out with my companion and up Princess street, bidding her by-bye on Sydenham street. I quite enjoyed the performance, being particularly pleased with the "Whale Catching" film. If more such educating pictures were shown in such theatres it would surely be done to the public good. It was a clean, wholesome show all round, one of the best I ever attended, and I was dressed in dark short coat, wore a brown mustache, the first I've resorted to in Kingston, and wore a dark felt hat. The lady was dressed but that's enough! She holds my solemn word, as an old friend, that I'll not reveal anything that would lend publicity to what she did. Enough that she made an admirable accomplice. Nothing further of moment occurred and I met my manager by appointment at 11:30, after they had a somewhat exciting cab drive.

To-night I may take it into my head to visit the hockey match, who knows? Here's hoping the 14th may win anyway.—R. C. S.—RAFFLES.

FRONTENAC'S NEW WARDEN.
A Short Sketch of Richard H. Hamilton.

The grandfather of Frontenac county's new warden, was a comrade of the late Hon. Alexander MacKenzie, premier of Canada, with whom he worked at the erection of Kingston's city buildings, in the early forties. The warden's grandfather was a stone cutter, and helped cut the stone for the huge columns of the front of the buildings.

Richard H. Hamilton, the new warden, is a native of the township of Hinchinbrooke, where he was born in 1872. His father, John Hamilton, who still resides there, was clerk of the township for thirty-three years, and, therefore, the son had municipal records before him all his life. He entered the Hinchinbrooke council in 1905, heading the poll at the election. The next three years he was elected warden of the township, and in the council. He is an Oddfellow, a conservative in politics, a Methodist in religion, and has a wife and family.

Warden Hamilton is a young man, being only in his thirty-seventh year, well versed in county matters, and is popular with his associates in the council. He is an Oddfellow, a conservative in politics, a Methodist in religion, and has a wife and family.

CLOSED UP A DEAL.
Mahogany and Cedar Timber Purchased.

El Paso, Texas, Jan. 27.—To close up a deal with a Canadian syndicate for 500,000,000 feet of mahogany and cedar timber, in the state of Chiapas, Mexico, C. H. Featherstone left El Paso, last night, for Toronto. The negotiations are carried on through F. A. Charlton, former speaker of the legislature, at Toronto, and one of the largest timber men in the dominion, located on two rivers, the principal one being the Rio Grajalva, which flows into the Gulf of Campeche, at the port of Frontenac. It can be towed down the river without saw mills or railways to the port and from there shipped to Liverpool and London, as well as other ports.

P. J. Kieran, head of the Fidelity Funding company, was arrested in New York on a charge of larceny, but released soon after on receipt of instructions from Pittsburg.

Women over forty years of age, who cannot sleep or rest well at night, should take one teaspoonful of St. Bogie's Lambago Cure.

W. E. Mountain, a poet, is seeking a divorce in Philadelphia because his wife claims to have a soul mate in another world.

Let us demonstrate the Thermo-bottle to you next time you are down town, at Gibson's Red Cross drug store.

Three men dead at Fort Dupont, Del., from drinking denatured alcohol. "Wild Cherry" cough cure. Regular price 25c. each; 2 for 25c., at Wade's drug stores.

PROBABILITIES.

Toronto, Ont., Jan. 27.—(10 a.m.)—Strong southwest and northwest winds with light snow falls. Thursday, northwest winds, fair and moderately cold.

Warm Knitted Goods For Children

Heavy Ribbed Hose
All sizes, 17c. to 25c.
Ribbed Overstockings
Scarlet and Black, 20c. to 50c.
Woollen Toques
All colors, 25c. to 50c.
Gauntlet Mitts
All sizes, 25c. to 45c.
Woollen Gloves
For Boys and Girls, 15c. to 50c.
Warm Underwear
All sizes, 25c. to 75c.
Quarterly Style Book
For spring now ready.
20c
With Coupon for any 15c. pattern free.



STEACY'S.

WE ARE ASSURED FROM THE LADIES HOME JOURNAL PATTERNS MONTHLY STYLE BOOK FREE

BORN.
PARKIN—in Kingston, on Jan. 26th, 1909, to Mr. and Mrs. E. R. Parkin, a daughter.

MARRIED.
GLIESON—MURPHY—At Napanee, on Jan. 19th, Allan J. Glieson to Miss Kathleen Murphy, both of Napanee.

SNYDER—KELLEY—At Newburgh, on Jan. 11th, Mrs. Mary Ann Snyder, Harrowmuth, to James W. Kelley, Camden East.

SMITH—PERRY—At Newburgh, on Jan. 11th, Miss Ella May, eldest daughter of Frederick Smith, to Reginald J. Perry, of Winnipeg.

DIED.
THOMPSON—At Los Angeles, Cal., Jan. 26th, 1909, Alexander D. Thompson, second son of George Thompson, aged forty-three years.

KELLEY—in Kingston, Jan. 26th, 1909, at his residence, 115 Bay St., William A. Kelley, engineer. Funeral private, Thursday. Please omit flowers.

IBBY—in Kingston, Jan. 27th, 1909, Susana Flanagan, beloved wife of William Irbay, Sr. Funeral service at 2:30 p.m., Friday from her late residence, Cor. King West and Beverly Sts.

SPOONER—in Kingston, on Tuesday, Jan. 26th, 1909, William Spooner, aged forty years, and his only son, Wilfrid, aged nine years, of Glenburnie, Ont. Funeral will take place from the residence of Kenneth Spooner, Glenburnie, at 1 p.m., on Friday, to Catholic Cemetery. Friends and acquaintances respectfully invited to attend.

ROBERT J. REID.
The Leading Undertaker.
Phone, 577. 227 Princess street.

IT HOLDS ITS OWN

And just a little more, against all competitors—that is—

OUR OWN SPECIAL BLEND TEA

It is a pleasing combination of Fine Flavor, Good Strength and Reasonable Price.

35c the Pound

Jas. Redden & Co., Importers of Fine Groceries.

FORTY-FIVE STOVES

Among them cook stoves with tanks, also heaters, some with ovens and kettles. Very cheap, at TURK'S, Phone 705.

A living liberal is better than a dead Chinese.