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DAILY BRITISH WHIG, published at 366-310 King Street, Kingston, Ontario, at 25 per year. Editions at 2:30 and 4 o'clock p.m. WEEKLY BRITISH WHIG, 16 pages published in parts on Monday and Thursday morning at \$1 a year. To the United States, charge for postage had to be added, making price of Daily \$2 and of Weekly \$1.50 per year. Attached is one of the best Job Printing Offices in Canada; rapid, stylish and cheap work; nine improved presses.

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Daily Whig

HONOUR WELL PLACED.

The Finance and Bullionist, of England, comments most favorably on the knight-hoods which were conferred on certain distinguished Canadians, notably Sir Daniel Mann. This paper had a correspondent who travelled extensively through Canada, and he saw in many directions the evidence of the man's personality and of the personality of Sir William Mackenzie. Honours were worthily conferred upon this eminent pair, who had unbounded faith in Canada's future, and were doing more than perhaps any other two to develop its resources.

But our contemporary—this impartial and fairly-disposed paper—regrets the omission of one great Canadian from the honour list, Sir Henry Pellett's. His devotion to imperialism was demonstrated when he took the Queen's Own Rifles to England at his own expense. It was a great act, and becoming to one whose patriotism is of the highest type. Many Canadians, says the Financier, would have been gratified by Sir Henry's inclusion in the New Year list of honours, and among these are the Kingston people who recognize him as a former townsman. Let us hope that the Financier is correct in its assumption that the reward of his services is being reserved for the "coronation list of honours."

A GREAT MORAL FORCE.

The Young Men's Christian Association is an active moral agency in this community, the most active that exists, and it is aiming at, and accomplishing, more at this time than it has ever attempted in this city. This is due to an energetic and aggressive secretary, who is a master manager of men. He knows how to organize. He knows where to get men to work. He knows where to find the people that fit into the circumstances and meet emergencies as they arise.

The best thought of the day with regard to the Y.M.C.A., is that it shows a sympathy and helpfulness for the men—the men who need help and guidance and assistance—and as no other local institution seems to do. Thanks to a suggestion emanating from Kingston, and from the secretary, the Y.M.C.A. is the station at which the subjects of the Dominion government out on parole will report hereafter in place of at the police station. Welcome change. The average person on parole is suspicious of most men. He knows how the taint of the prison is regarded by some people. He realizes how difficult it is for some men, once down, to rise. He appreciates the glad hand he will get in a Christian institution and the hearty and comforting word that is spoken to him.

It is understood that the minister of justice has expressed his appreciation of the good work of the Y.M.C.A., and the parole officer, Capt. Archibald, one of the best men in Canada, sound in mind as well as in judgment, will give some evidence of this on his visit to Kingston in the early future.

LOST IN THE RUSH.

A medical journal comments upon the statement made by the president of a life insurance association, and to the effect that statistics show that the rate of mortality with men under forty is decreasing while the rate with men over forty is increasing. Of course there is a moral with this lesson, one of great value and deep significance.

It is that the pace of some men in the larger cities is killing, and that they cannot survive the shock beyond middle age.

There is something deceptive in the statistics. One has to study them in order to get clearer views as to their meaning. The tables of certain actuaries, printed not long since in Canada, showed that life was being prolonged materially, as a result of the better sanitary conditions which prevailed. The water, the air, the foods, were purer, and the ideal in sanitation had not yet been reached. The waste of life is more evident in the larger cities, and it is marked by the development of mental and nervous diseases. The percentage of these is not given by the medical journal, and, therefore, the reckoning is not complete.

The sudden death of Paul Morton, the president of the Equitable Life Assurance company, is said to have caused a great shock all over the states. A young man (only fifty-four) he died of arterio sclerosis. The tissues gone. The sign of work, work, tireless, unmitigated work. A man is as old as his arteries. When

they are worn but he is done. There is no remedy, no cure.

Morton realized this too late. Others made the same discovery. But the world rocks on in the same old way. Men reach for the prizes. In the possession of these they forget all else. They lose themselves in the maze of business, and lose their lives at the same time. Frequent lessons do not count for anything.

EDITORIAL NOTES.

The "magical" of Winnipeg says the sinking fund securities of any city should be purchased by itself, in open market, so as to yield the highest rate of interest. Is this Kingston's method of dealing with the subject?

Here is a pretty go. The government detectives re-sold the liquor they seized in New Ontario and are accused of acting, otherwise in a highly illegal manner. The license department of the province is surely in a very bad way.

Walter Nesbitt laments that Canada has any difference of opinion on the navy question. "The war lord of Germany," he adds, "would have halted if he saw an empire arrayed and not three little islands." A strong sentiment, and a convincing one.

The local government is being sharply criticized—and by so independent a paper as the Toronto Telegram—because its attorney-general let Dr. Beattie Nesbitt escape. Had he been a Brit he would probably have had less consideration shown to him.

Now it is the adjutant-general of the United States who declares that the United States is not in a position to go to war with any nation. He will probably be the next to receive a navy. Officers of the U. S. army and navy may have opinions or ideas, but must not express them.

Out of 225 charters granted to railway companies in the last twenty years only twenty-three have been used and work done under them. Time for a change. Senator Davis' idea is that the state department should issue charters on the recommendation of the railway commission. Seems a sensible proposition.

Toronto thinks it has been badly used because the chairman of the Ontario Municipal Commission did not at once order the street railway company to change its p-a-y-e system. But the Public Utility Commission of New York has refused to order a reduction in fares which the people demand. Pity the public board that could please everybody.

WOMAN'S DILEMMA.

Sentiment and Statesmanship Will Never Mix.

New York, Jan. 23.—Suffragist decided to listen to the opposite side of the hotly-argued question of "votes for women," and welcomed Miss Ida Tarbell, a leader of the "antis," as the lecturer, at the second of the Equal Franchise Society's meetings. The audience was composed for the most part of women who believe in equal suffrage. Miss Tarbell's address was taken up mainly with the political life of Marie Antoinette and Mme. Roland. These women were politicians, she said, but they met with the politician's fate. "Women are never good politicians when they are in love. That is where our sex fails and will fail again. We will stand by the few who are dear to us and who depend upon us, and we are not willing to sacrifice everything for government."

At the conclusion of Miss Tarbell's address, Mrs. Mackay said that there was time for only one question, and she invited the Rev. Anna Shaw to ask that. Miss Shaw wanted Miss Tarbell to tell her if she did not think that when the government belongs to women, when the government is hers as much as it is anyone's, would woman not then be willing to give her all for this government? Miss Tarbell replied that woman should make sacrifices for the government—now and that she should consider if her government even without the ballot, and that she should serve it to the fullest extent of her powers.

U.S. DUTIES ON FISH.

Ruling of Great Importance to American Fishermen.

Washington, D.C., Jan. 23.—The treasury department made a customs ruling of immense importance to American fishermen. It provides in effect that the fish caught in foreign waters by foreign ships and brought to ports of the United States by American fishermen will no longer be entered free of duty. Fish caught in foreign waters where fishing is permitted by international agreement, still will be free of duty if taken by an American vessel with an American master and crew. Any fish which such a vessel may buy from a foreign fisher will be subject to duty.

GERMAN ARTILLERY AHEAD.

Empire Has 3,444 Guns; 2,632 in French Army.

Berlin, Jan. 23.—In a second article reviewing the present status of the Kaiser's army, Col. Gädke ridicules the notion that the recent increase of French artillery has put the German artillery in a secondary position. He says that Germany still has a decided superiority, having 3,444 guns against France's 2,632.

The German figures are not those of a war, but a peace footing. Both the officers and men necessary to man the 3,444 guns are also constantly in service. Only the horses, belonging to the artillery would require, in case of emergency, to be brought up on a war footing.

AN AWFUL WRECK

(Continued from page 1.)

from houses near the snow was thrown on the burning floor. The odour which was thrown off was very sickly as was that from the wheat.

In the grey dawn of the morning when things began to take shape, the scene which was presented was awful, one that will never be forgotten by those who were there. There were no screams of the scalded and dying; but the terrible stillness told more on those gathered around, for they knew that one man was dead for a certainty, and the other was in all probability being cooked under the engine, when he had controlled for years.

There might have been another dead man, but for circumstances which ruled otherwise. A fireman who was accompanying one of the dead engines was informed by his chief of the approaching collision, and told to jump. He was about to go out on the right side, but his chief caught him by the coat and pulled him out on the left side. Had he jumped out on the right side he would have been ground to death under the trucks which were piled high there, but a kind Providence intervened and he got off with only a few scratches.

Bales of cotton were scattered every where, and flour was puffed all over the tracks, as well as many bushels of wheat. The wheat and flour which covered the track, made it difficult for the wheels of the wrecking engine to get a grip on the rails. Trucks from the wrecked cars were tossed high in the air and carried around like playthings, while large iron girders were tossed off the flat car in all directions.

As soon as the right track was cleared word was at once sent to Napawan and Kingston to let all passenger trains which had been held go on. Train No. 5, which is due in Kingston at 3.17, was held here until after eight o'clock, and the train from the west which is supposed to arrive until nine o'clock. All freight trains will be held until the whole line is cleared. It will take the wrecking crew all day, if not longer, to get the other line clear as the wreckage is piled up to a great height. All the wrecked cars with the exception of the one which was tossed up on the bank, and the wheat car which was rolled over on the right track, were on this line, as well as the two engines.

Who is to Blame?

The officials of the train do not know whom to hold responsible for the disaster. It is said the two trains should not have been running so close together and that there should not have been so many engines on the rear-end of the first train. It is also said that Engineer Dennis should not have been running at such a high rate of speed. Engineers are not allowed to use any steam from the time they start on the down grade the other side of the Collins Bay station until they strike the up-grade about half a mile this side of the station. From all appearances it would seem that full steam had been used all the time, as indicated by the speed at which the train was running. The train officials say that if there had been a full steam engine on the Collins Bay the accident would not have occurred as he would not have allowed the second train to go at such a speed so close behind the first train.

Collins Bay cut has long been regarded as a bad place by all trainmen who run on this division, on account of the fact that approaching trains cannot see each other until they are close together, by reason of the curves in the cut. The place where the accident occurred is the worst that could have been found along there, because high banks rise up on either side to the height of about twenty feet.

This is the third accident that has occurred in the vicinity of Collins Bay in a short time. People here have not forgotten the one which occurred there last summer when a fruit train ran into another train which was stalled there for the same reason that the train could not get over the grade. It is a common thing for freight trains to be stuck there daily; in fact there are very few freight trains unless light ones which get over there without getting stuck.

The loss to the Grand Trunk will be enormous, running high up into the millions. Two engines and part of a third are demolished and six cars are gone, besides two valuable men.

There are two sad homes in Belleville. Thomas McDermott, the fireman on the ill-fated train, was a married man, with three children, as was also William Deans. The latter was well-known around Collins Bay, where he was born and brought up, and his untimely death was learned with regret by his old neighbors.

William Cunningham, the brakeman, is a married man, living in Ganaronga. He had been in the employ of the system for the past six years, but had quit, and only started on again since the strike, about three months ago. Those who went to the city with him say he was the nervous man they ever saw. Although his arm was crushed badly he walked from the train to the ambulance, just as tight as could be, and when he was put on the operating table at the general hospital he would not take an anaesthetic, but said to Dr. Keys: "Go ahead and do what you want to do. I don't want any thing."

The charred body of Engineer Dennis was found about ten o'clock under his engine by searchers, who never left of the search for his body. His body was burnt beyond recognition, only a few scraps of clothing remaining. His hand was found grasping the reverse lever.

Head Struck Spike.

Belleville, Jan. 21.—William Babcock, a resident of Prince Edward county, was driving in the township of Sidney, when, in turning a corner, he was struck on the head by a spike in the ground, which was used to hold the guy wire of a pole and his skull was fractured. His condition is precarious.

Panama Canal Exposition.

Washington, Jan. 23.—New Orleans was selected by the house committee on expositions as the site for the Panama Canal exposition in 1915.

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A REDUCTION MADE IN EXPRESS RATES SOON TO GO INTO EFFECT.

Packages Via Two Lines—Charge Will be Same as if One Company Carried Them Right Through.

New York, Jan. 23.—Officers of Canadian and American express companies in conference here announce a reduction in through rates soon to take effect between all offices of the United States and many of Canada. It is explained that several of the Canadian companies have held back up to the present because the customs regulation at the Canadian border necessitates so much extra work that a reduction in existing rates would in many cases work a hardship. The announcement made at the close of the conference follows, in part: "Instead of two companies which may handle an express package making a separate charge on each line the charge will be the same as if one company had carried the package from shipping point to destination."

In discussing the announcement one of the conferees said: "It has always been customary when express shipments were handled by two companies between which joint rates were not in effect, to make the charge equal the sum of the local charges of each company. Under the new plan, the charges between all offices will be the same as if one company had carried the package from shipping point to point of destination. This will effect a radical reduction in express charges on all shipments to or from what is known as exclusive offices, that is to say, points where but one express company is represented."

PITH OF THE NEWS.

The Very Latest Called From All Over the World.

King George and Queen Mary will visit Ireland next summer.

The British government is considering a scheme of state insurance for consumptives.

The captain and crew of the Waterlogged craft Logan landed at Halifax, after being adrift for months.

E. G. Smith, Stratford, appointed registrar of Perth county; H. Horvath made registrar of Wellington.

Principal Scott, of the Normal College, says that women teachers are not efficient for country schools.

The Toronto World predicts that Wallace Nesbitt, K.C., will succeed immediately Sir Allan Aylesworth, as minister of justice.

Prof. Sir James Dewar demonstrated in a public lecture that oxygen can be solidified by means of its own evaporation. This is a new discovery.

The Westinghouse company, of Pittsburgh, Pa., is equipping a contrivance to stop ship engines automatically, when they are approaching in darkness or fog.

David Craig, president of the Labor Temple, Toronto, has received \$1,000 from the estate of the late Goldwin Smith for the benefit of Toronto organized labor.

James McCoy, a farmer, living in Madoc township, was felling a tree when it fell on his foot, smashing it so badly that it was found necessary to amputate it.

At Philadelphia twenty-six hundred persons are under quarantine as the result of the discovery that black small-pox has existed in a house on Callow Hill street since the beginning of the year.

23 Days—Not Weeks.

After twenty-three days' attendance in our college, we placed Miss Jennie Withers, of 445 Yonge street, as stenographer to A. H. Winter, junior, electrical supplies, 6 Wellington street east. Miss Withers knew nothing of our system until she enrolled with us. Fare, board and tuition absolutely free if this statement is incorrect. Moon College, 282-286 Yonge street, Toronto. H. H. Travers, President and Manager.

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THE SCARF FORMS PART OF THE GOWN.

Sometimes the graceful shoulder scarf, instead of being carried loosely in the hands or over the shoulders, is attached to the gown, forming a trimming feature of no mean importance. The golden tan velvet restaurant gown pictured has one of these scarfs, made of chiffon in the same shade, attached at the back of the shoulders and also at the girdle in front so that the folds of chiffon retain the same graceful position at all times. This scarf is heavily weighted at the ends by dull gold braiding, and it is caught to the gown under silk roses in old pink tones. The bodice is of cream lace.