SWISS STEAM LAUNDRY,
46 Princess Street (1st Door Below Bagot)
Shirts, Collars and Cuffs a specialty. Plain Family Work, 9c. a dozen. Starch Goods extra. Goods called for and delivered.
TELEPHONE, No. 899.
BASSAM & MILNE Props.

The Daily British Whig.

Looking Backward.
Many a firm that never gave such an expenditure serious thought a few years ago, now counts the Newspaper Advertising appropriation as one of its most necessary (and most profitable) outlays.
Is there a hint here for you?

58TH YEAR--NO. 27. KINGSTON, ONT., MONDAY EVENING, FEBRUARY 2, 1891. TWO CENTS.

WALLABY COATS!
SOMETHING NEW AND CHEAP.

LADIES AND GENTS' FASHIONABLE
FURS.
Persian Lamb Coats and Jackets
Astrachan Coats and Jackets
Capes, Storm Collars, Caps and Muffs, all at reduced prices.
J. B. PAGE & CO,
FURRIERS,
138 PRINCESS STREET

Wet feet, a cold, doctor's bills and funeral expenses cost in the neighborhood of $200. Our RUBBERS cost from 50 cents to $1.
Take your choice
HAINES & LOCKETT.

A LONG FELT WANT,
JOSEPH ROADLEY,
CATERER
(Late Steward Steamer St. Lawrence,)
IS PREPARED TO FURNISH WEDDING BREAKFASTS, SUPPERS, Dinnors and Lunches, at private or public houses, supplying everything needed for the table, in furnishings, attendance and refreshments.
Parties requiring PRIVATE SPREADS, to the number of twenty persons, can be accommodated at his RESIDENCE, 176 ALFRED STREET.
CUTLERY to rent by the dozen at moderate rates.
COUNTRY ORDERS will be promptly filled, with a competent staff. Poultry boned to order.
CUT THIS OUT.

American Dressmaking Rooms
LADIES AND CHILDREN'S DRESSES Coats, Wraps, etc., of all kinds from the latest patterns. APPRENTICES WANTED. Dress Cutting by the A B C Method taught. For terms enquire of MISS W. M. SMITH, No. 184 Wellington street, over P. Ohlke's.
N.B.—Dressmakers wishing to get this method for their apprentices can procure them at reduced rates.

TO CONTRACTORS
TENDERS WILL BE RECEIVED BY THE undersigned up till the EVENING OF SATURDAY, February 7th, for the various trades' works required in the erection and completion of a building on the corner of Princess and Sydenham Streets, for the Independent Order of Oddfellows.
J. R. REID, Architect.
The lowest or any tender not necessarily accepted.
STANDARD----
---AUTHORS
At Reduced Prices.

Collins, Wilkie, Works, 6 Volumes, $6.
Cooper's, J. Fenimore, Works, 5 volumes, $5.75
Crawford's, F. Marion, Works, 8 volumes, $8.
Dickens, Chas. Works, 10 volumes, $6.
Dickens, Chas. Works, 15 volumes, $8
Dumas, Alex., Works, 14 volumes, $14
Eliot's, Geo., Works, 6 volumes, $6
Emerson's, Ralph Waldo, Works, 11 vol., $11
Figuier's, Louis, Works, 5 volumes, $7.50
Hugo's, Victor, Works, 7 volumes, $7.50
Kingsley's, Charles, Works, 18 volumes, $18
Longfellow's, H. W., Works, 11 volumes, $11
Marryat's, Captain, Works, 12 volumes, $12
Parkman's, Francis, Works, 10 volumes, $12.50
Reade's, Charles, Works, 9 volumes, $9
Scott's, Sir Walter, Works, 12 volumes, $8
Smiles', Samuel, Works, 4 volumes, $4
Thackeray's, W. M., Works, 11 volumes, $8

Boswell's Life of Johnson, 4 volumes, $6.
Carlyle's Frederick the Great, 4 volumes, $5
Gibbon's History of Rome, 6 volumes, $5
Knight's Half Hours with Best Authors, 4 volumes, $4.50
Macaulay's History of England, 5 volumes, $2.50
Macaulay's Essays, 3 volumes, $2.50
Motley's Dutch Republic, 3 volumes, $3
McCarthy's Short History of Our Own Times, 2 volumes, $2.50
Wilson's Tales of the Border, 12 vol., $6.

Story of the Nations Series.
Ancient Egypt, by Prof. Geo. Rawlinson, $1.50
Early Britain, by Prof. Alfred T. Church, $1.50
Germany, by Rev. S. Baring Gould, $1.50
Ireland, by Hon. Emily Lawless, $1.50
Jews The, by Prof. James K. Hosmer, $1.50
Russia, by W. R. Morfill, M.A., $1.50
Turkey, by Stanley Lane-Poole, $1.50.
All the above books are here quoted at Specially Low Prices. After this advertisement disappears they will be sold at regular rates.
John Henderson & Co.
PRINCESS STREET, KINGSTON.

MARTIN'S OPERA HOUSE,
WEDNESDAY, Feb 4th.
THE KING OF IRISH COMEDIANS.
Mr. Clem C. Magee,
In the New York Laughing Success
"IRISH LUCK,"
Supported by a Grand Company of Metropolitan Artists
NEW AND ELABORATE SCENIC EFFECTS
CONEY ISLAND BY MOONLIGHT.
The Gaiety Skirt Dancers—Misses Arnold and Macy.
10 SPECIALTIES 10.
Prices—35c. 50c and 75c.

AUCTION SALE
Of Valuable Property on Johnston Street, No. 384, Between Alfred and Frontenac Streets.
I have received instructions from John McPaul to sell at my Auction Rooms, 86 Brock street, on TUESDAY, February 3rd, at 11 o'clock a.m., one half lot, frontage 30 feet depth 100 feet on said lot is one solid Brick House, in good repair. Terms and conditions made known at the time of sale.
E. R. MARTIN, Auctioneer.

EQUAL RIGHTS' ASSOCIATION.
REGULAR MEETING, TUESDAY EVENING, 3RD FEBRUARY, at 7:30 o'clock, at Fraser's Hall. Special business. ROBT. SHAW, Secretary.

WANTED
TO RENT, A COMFORTABLE HOUSE, with at least seven rooms, within five minutes walk of the Market Square. Apply at Whig Office.
LADY OR GENTLEMAN IN OFFICE. Salary $900 to $750. Expenses paid here if engaged. Enclose self addressed stamped envelope. Manager, Lock Box 486, Detroit, Michigan.
A MARKET WARTED FOR 5,000 HEMLOCK RAILWAY TIES, also for PINE TIMBER, 12 x 12, Square and Smaller Sizes of Bill Timbers. Apply to HUGH CAMERON, Lavant Station P.O., K. & P. R.

TO LET
COMFORTABLE ROOMS AT 76 GORE Street.
LARGE BRICK HOUSE ON EARL STREET. J. B. CARRUTHERS.
TWO TERRACE HOUSES, with extension kitchens, bath rooms, etc. Apply at Whig Office.
NEW BRICK HOUSE, EARL STREET, in Earl Terrace, near Barrie Street. Apply to H. BARNEY, 39 Princess Street, or at 224 Earl Street.
FROM 1ST OF MAY, BRICK HOUSE, NO. 8, "Wellington Place," Wellington street, at present occupied by Mr. Perley. Apply to JOHN MCMAHON.

FOR SALE.
THE UNDERSIGNED, OWING TO ILL-health, offers for sale his place of business. For terms apply to JOHN SHANAHAN, "Ocean Saloon," Corner of King and Clarence streets.
THREE LOTS ON VICTORIA STREET south of Princess Street. Soil black loam to be sold single or in block. Apply to W. FOX, Lake, Williamsville, or to George Cliff, Real Estate agent, Clarence street.
FRAME HOUSE, CORNER OF PINE AND Sydenham Streets, 3 rooms, kitchen 18 x 16 feet, eistern, good deep cellar, waggon house, etc. Also Frame house adjoining, not so large, $700. Also house 94 York street, Only $800. Lot attached. For further particulars apply to CHAS. DAVIS, 94 York street.
HOTEL FOR SALE. A FIRST CLASS hotel, situate in the Village of Harrowsmith, on the line of the K. & P. RR., known as the Albion Hotel; a splendid stand, in good repair, and a first class business place. Will sell on easy terms or exchange for farm property. Possession given at any time. For further information apply to WM. GRIFFITH, Sydenham

SPECIAL MENTION.
IRISH SOX, HAND KNIT BY DONEGAL peasantry, pure Wool, very warm, durable and comfortable. 12 pairs post free for five Dollars. Men along knickerbocker Hose, 6 pairs sent free for 5.50 or 7 Dollars according to quality. Post Office Orders payable H. & A. M. Milton, (Limited), Belfast, Ireland.

TO LET OR FOR SALE.
THAT LARGE, COMFORTABLE RESIdence, known as "The Parsonage," Barriefield, at present occupied by the Rev. K. L. Jones. There is a large garden, plentifully supplied with fruit, a good barn and stable, ice house, well and cistern. Possession July 1st. Apply to DR. GARRATT, 52 Johnston Street, Kingston.

A Skating Song.

Hurrah for the wind that is keen and chill,
As it skirts the meadows and sweeps the hill!
Hurrah for the pulses of swift delight
That tingle and beat in the winter's night,
When over the crystal lake we glide,
Flying like birds o'er the frozen tide!
Hurrah for the lad with the sparkling eye,
For the joyous laugh and the courage high!
Hurrah for the health that is glad and strong,
So that life is gay as a merry song.
For the motion fearless, smooth and fleet,
When skates are wings to the flying feet!

Hurrah for the landscape broad and fair
Spread boldly out in the brilliant air!
Hurrah for the folds of the sheeted snow,
On the mountains high, in valleys low!
Hurrah for the track where the skaters glide,
Fearless as over a highway tried!
Hurrah for the girls who skate so well—
Dorothy, Winifred, Kate, and Nell!
Hurrah for the race we're bound to win,
And the curves and figures we mean to spin!
Hurrah for the joy that wings our feet,
When like dancers gay, we pass and meet!

Who chooses may boast of the summer-time,
Hurrah we cry for the frost and rime,
For the icicles pendent from roof and eaves
For snow that covers the next year's sheaves!
Hurrah for the gleaming glassy lake
Where the skaters hold their pleasure take!
—Harper's Young People.

SAID IN SOCIETY.

Delmonicomiac philosophy:
Snobson—Seen Johson lately, Cad?
Cadley—Naw.
Snobson—Can he be dead?
Cadley—Nawt much. A fellow that dresses in such cussed filthy fawm hasn't got good taste enough to die.

* * *

Nell—Isn't it just too dreadful about that engagement of poor May Millefleurs!
Bell—Dreadful! Why, I thought she was going to marry a Count.
Nell—Oh! worse a hundred times, dear. She's going to marry a Duke.

* * *

Not Selfish.
"You should marry Henrietta Robinson, Porper. She has $10,000 a year.
"Yes, I know; but I need that much for myself. What the deuce would she live on?"—Harper's Bazar.

A Child's Request.

Ava was trying to break apart a cracker one morning, and she worked at it very patiently for a long time before she carried it to her grandma with, "Oh gramma, if you please, won't you unbutton my cracker?"

What We All Are After.

Judge—What induced you to break into the bank?
Burglar—The money there was in it. What yer s'pose? Think I did it for glory? Ain't that what he all are a'ter?—Texas Siftings.

Extra Charge.

"We'll have to charge you for extra baggage," said the baggage-master.
"Why, I've nothing but this hand-bag."
"And that railway doughnut."

A Coal Oil Lamp Upset.

CHANADOQUE, Jan. 31.—About 6:40 p.m. the wareroom in the hinge factory of Cowan & Britton was discovered to be on fire caused by the upsetting of a coal oil lamp. The fire brigade was promptly on the scene, and the fire was confined to the place of origin. The amount of damage done is not yet fully ascertained, but the loss on stock is considerable. Insured fully in the British American company.

The county orange lodge met to-day.

WEATHER PROBABILITIES.
North west to north east winds, fair, decidedly colder weather.

The "Probs." are
FINEST CANADIAN PEAS AND CORN
At 10c a Can,
IS ONLY TO BE HAD AT
JAMES CRAWFORD'S.

HENRY BRAME.
LEADING UNDERTAKER & EMBALMER
351 Princess Street, Corner Sydenham street
Telephone communication.

REMINDERS.
TUESDAY
AUCTION sale at E. R. Martin's Rooms at 11.
MEETING of Equal Rights' Association at 7:30.

JAMES REID.
THE LEADING UNDERTAKER, Princess Street.

BORN.
MCCULLAGH—In Kingston, Jan. 31st, 1891, the wife of W. G. McCullagh, of a son.

DIED.
MCNAMEE—In Kingston, Jan. 31st, 1891, James McNamee, aged 26 years and 10 months. Funeral took place this afternoon at 2:30 o'clock from his late residence, 212 Gordon street.
REID—In Kingston, Jan. 31st, 1891, Mary Cameron, youngest daughter of James E. Reid, aged 1 years and 1 months. Funeral took place on Saturday from 224 Gordon street.

W. M. DRENNAN.
THE UNDERTAKER, 75 Princess Street
Open day and night.

CITY AND VICINITY.

Took no Action.

The Leeds and Grenville county council was asked to co-operate with Frontenac council in the erection of a house of industry. No action.

Custom House, Kingston.

Statement showing value of imports and exports at custom house, Kingston, during the month of January. Imports, $79,968; exports, $36,846; collections, $12,117.33.

Keep the People at Home.

If the council will give the 14th battalion any inducement it will forego its annual trip this summer and help to celebrate dominion day here. The officers say they will arrange for a military display and entertain a visiting regiment if the council will care for another regiment.

The Clock Won't Go Either.

The effects of the council deadlock are becoming widespread and general in their nature. The last to announce its displeasure at the slow proceeding of the aldermen was the city hall clock, which, at a quarter to eleven o'clock this morning, stopped short and did not go again for some hours.

A Horse Killed.

On Saturday evening the horse drawing Tierney's delivery waggon ran away on Montreal street. Standing opposite Strange's grocery store was a horse attached to a cutter owned by C. Millan. Tierney's horse ran into Millan's and the shaft of the cutter entered into its breast killing it instantly. Millan's horse was not injured.

Bravo, National Policy.

The Grand Trunk company wanted twenty five men this morning to help clear the track of the wreckage near Ballantyne's station. An official made a visit to the city and within ten minutes he had twenty five men engaged. When a small city can fill an order for help in that time, it is easy to believe that 9,000 workers are idle in Toronto.

The Hotel Arrivals.

Arrivals at the British American Hotel—T. G. Lewis, Montreal; Ed. Davis, Brockville; H. Linall, Toronto; L. J. Anderson, Montreal; G. Drummond, Goderich; J. K. Wright, Toronto; W. H. Leavitt, Montreal; W. H. Robinson, Toronto; E. D. Morris, Deseronto; J. Tuttle, Centreville; J. P. Maitland; R. H. Potter, Toronto; W. Corbett, Lynn, Mass., U.S.A.; W. Thomson, city; E. K. Harris, G. West, Toronto; H. E. LaRose, Portland, Maine.

Doing up the Farmer.

Clarke and Corbett, the pedestrians of Brockville and Perth, turned up in Almonte last week with a farmer named Beach, who lives near Brockville. A 100 yard foot race between Clark and Corbett was arranged with one of the local sports, the prearranged plan being (to Beach's eyes, at least) that Clarke was to win, and rope in the Almonte backer of Corbett. Farmer Beach accordingly put up $200 for Clarke. Then Corbett won the race. Beach, it is said, afterwards got back $100 by threatening police proceedings.

Public School Board's Library.

The library being carried on by the public school board is receiving so many patrons that its capacity is being taxed to its utmost extent. On Saturday the crush was so great that S. Angrove, trustee, who was present, was compelled to lock the door to keep out people, so that those on the inside could get served. The library was opened at 1.30 o'clock, and it was near six before it was closed. Two wickets have been opened in response to the demand, but it appears that with better facilities comes greater demand. It is estimated that representatives of fully five hundred families takes books from the library. With future increase in the number of patrons larger premises and greater facilities will have to be provided by the trustees.

Death of James McNamee.

After five month's illness James McNamee passed to eternal rest on Saturday. He was a compositor, a member of the WHIG staff, and when he laid down his stick and rule, the result of weakness, sincere were the regrets, and many the wishes for a speedy recovery. But it was not to be and death came on Saturday evening. The deceased was twenty-six years of age, a Kingstonian by birth, and a clever typo. He was quiet and gentle in disposition and fondly admired by all his associates. A year ago he married Miss Johnson, of Elginburg, who mourns a devoted husband, and to whom much sympathy is extended as well as to his parents, brothers and sisters. The deceased was a member of the True Blues lodge and Court Frontenac, No. 59, I.O.F., in the latter of which he holds an insurance. He was a member of the typographical union of this city, the members of which voiced their sympathy and sorrow in a memorial floral pillow. The members attended the funeral in a body this afternoon, conducted by Rev. D. McCormick, to whose church the deceased was a faithful member.

Rats and Rivals.

A very lively scen occurred in the store room of a prominent grocer on Princess street. The grocer, in conversation with another knight of the tin scoop on this particular and never to be forgotten day, heard the sound of rats in the back storehouse, and like soldiers bold, both armed with patent mop handles, prepared to attack the enemy. The scene that ensued was blood curling. The rats squealed, the grocers yelled, hooted, hissed and said bad things. One of these grocers was fat and the other leaned a little the other way. They were rivals in trade but business and rivalry was put aside. Their sole aim was to kick those rats until they ceased to kick. But, he! A change of scene has come! Why does the fat man jump and shriek and tell his rival to use the mop handle on his back. "Murder, quick," he cried, "he's under my coat." But his rival is filled with satisfaction and how he does wield that mop stick! He evidently wanted not only to kill the rat but his rival. Such another opportunity could not occur in a life time. But they are still living. The rat escaped but was caught later on and lynched. It was not even given a chance to be tried at the police court for common assault.—COM.

TRAINS IN A COLLISION.

A Terrific Smash on the Grand Trunk RR. at Ballantyne's Station.

NORTON CLOW, FIREMAN, CRUSHED TO DEATH.

A NUMBER OF MEN WERE INJURED, TWO ENGINES AND TWENTY-ONE CARS SMASHED TO ATOMS.

The Engines And Cars Were Piled Into a Heap—The Way the Men Saved Their Lives—An Operator Alleged to Have Caused the Collision. Cannot be Found—The Track Cleared at an Early Hour And Traffic Resumed.

Yesterday morning two freight trains on the Grand Trunk railway collided about one and a half miles from Ballantyne's station, about ten miles from this city. It was just after daybreak when the trains met and the shock was one of great violence. Twenty one cars were piled together in a space of fifty yards. The scene of the collision was near Vanhorn's corners. The trainmen had only sufficient time to jump for their lives. Those who leaped on the south side landed safely in the snow in the ditch; those who jumped on the north side were considerably injured.

Norton Clow, of Prescott, an unmarried fireman, aged twenty-two years was a victim. He jumped later than the others and when the collision occurred a car buried him and snuffed out his life. The wounded were George Middleton, George Malley and Thomas Elliott, of Belleville. They leaped from the cabs lighting on the frozen ice on the newly constructed track and were much bruised about the loins and back. They were also slightly cut. As soon as possible they were lifted into a conductor's van and Dr. Saunders, of Kingston, and Dr. McGannon, of Brockville, reached the scene and attended to their injuries. The van was drawn to Rideau and permission secured to send the wounded through to Belleville. They were quite fit to be removed. Several other of the trainmen were slightly hurt.

The collision was a mighty one. The trains were running at a speed of twenty five or thirty miles an hour and when the huge engines struck they buried themselves into each other as far back as the smokestacks. They reared into the air and then fell on their sides. The cars of merchandise were piled high into the air and on top of the engines. There was a great scattlement of goods. Apples, envelopes, soap, rubbers, shoes, tinpails, etc., were tossed into heterogenous masses. As soon as possible wrecking trains, fully manned, were sent down and the line was cleared for the passage of trains. The engines were jacked to one side. The uninjured cars were removed to Ballantyne and Rideau stations, the nearest points on each side of the wreck.

Laidley, an operator at Kingston, is accused of being the cause of the collision. He cannot now be found. Laidley was a most careful man and had long been in the employ of the company. His error is unaccountable. Dr. Saunders will hold an inquest as soon as the body of Clow can be secured.

A Look at the Scene.

The results of the collision were at once terrible and appalling. After the first great crash the momentum of the cars carried them on, and they piled one over another to a height of twenty or thirty feet. Some were thrown to one side and thus formed a wider foundation for the others to rest upon. The engine hands got clear of the smash by jumping, with the exception of Norton Clow, of Lyn, who was caught between the two iron monsters and hurled into the ditch on the south side of the track and buried under hundreds of tons of iron, machinery, freight cars and other debris.

As soon as as the fact of the collision became known telegrams were sent to all the chief offices of the company informing them of the fact, and from Brockville, Kingston and Belleville wrecking trains and men were soon despatched. J. M. Riddell, assistant superintendent, Belleville, on hearing the news telegraphed to William Thompson, freight agent here, to send all the freight handlers and Shedden carters that could be secured, with their trucks, to the scene of the disaster. Owing to the fact of it being Sunday it was a difficult matter to find many of them, but as a result of the energetic work of Mr. Thompson almost every Grand Trunk man in the city was at the wreck at an early hour of the day and, thanks to their efforts, much of the valuable merchandise was saved which would otherwise have been damaged or stolen by the throngs of tramps and toughs who surrounded the scattered goods.

Saving the Merchandise.

Mr. Riddell came down with the auxiliary from Belleville, and with Mr. Thompson was soon surveying the damage and giving general instructions to the foremen who had charge of the gangs of workmen. The work at first was principally directed to clearing the track to allow the passage of trains, and with this end in view the steam derricks, one at each end of the pile of broken cars, simply hoisted the ruins clear of the rails, while men working with jacks and screws moved the weightier pieces, such as the locomotives, away from the track so as to allow a clear passage way.

A WHIG reporter, in order to get a careful and correct idea of affairs, began at the east end of the spot and made a close and thorough inspection. The first object was car No. 7078, of the Union line, lying on its side south of the track with the trucks thrown to the north side; one end was open, showing the contents to be cases of general merchandise, which was very little damaged. The next car was No. 0614, Hudson River line, which had suffered more damage than the first one. The side was smashed in and much of the contents strewn about.

Then a short space intervened, showing to a passer by the ties covered with soapine, a white substance which had been thrown out of a car, and the paper boxes containing it smashed, then a long lane was seen, on each side of which was a confused mass of cars, with and without their trucks, piled endways, on their sides, and in every other conceivable shape. The sides were torn out of some, showing what they contained.

The "Whig" Reporters Story.

It is human to err and no one at the present time can realize this fact more sincerely that Operator Laidley, whose negligence yesterday caused a collision of freight trains on the G.T.R. between Ballantyne's and Rideau stations, about ten miles from the city.

It is said he received orders to detain a special freight train at the Kingston station until it was crossed by one from that east. The east-bound train got away. The result was that the trains met, one man was killed, several train men wounded and two engines and twenty one cars wrecked.

As soon as the operator discovered his mistake he hurried to the residence of the day operator, Mr. Nicholson, and after telling him what had happened, left the city.

The news of the collision was soon noised abroad. Messages were sent to G.T.R. officials at different points, notifying them of the blockade on the track. Wrecking trains were dispatched to the scene of the catastrophe from Kingston, Belleville and Brockville. The trains carried plenty of apparatus with which to remove the debris in order that traffic would not be suspended for a very long time.

District Superintendent Riddell accompanied the wrecking train from Belleville, and when the Brockville train arrived the work of clearing the track at both ends of the work was commenced. Over 100 men went to work, and by six p.m. the track was clear. Two engines, cranes and stout ropes were used in pulling the fragments of the cars, and merchandise off the track.

There were about twenty-four cars on one train and thirty on the other when they met. The engineer on the train from the west was making steam and going at the rate of thirty miles an hour, while the other was travelling at a greater rate of speed going down a grade. The atmosphere was foggy and the men on the train did not become aware of their danger until the trains were about the length of three cars apart.

Escape of the Trainmen.

J. Gemmill, on the west bound train, was sitting in the lookout of one of the vans when he was pitched out of his seat by the collision. He fell to the floor below and J. Botsford, the conductor, who was getting the breakfast ready, was thrown against the walls of the car. He and Gemmill were both badly hurt.

A. Close jumped off the train when he saw the engineer trying to stop his engine. In jumping Close turned a somersault and fell on the side of the track. He was not injured.

Thomas Elliott, the driver of the west bound train, was the first driver to leave his post. He dropped in a water hole and a car fell on top of him. He was released by A. Close.

Norton Clow followed him and was struck by one of the cars and buried under it. He was the only man who was killed. His body had not been discovered at 6 o'clock last night.

The train going east was in charge of Conductor R. McConochy, who was slightly injured. E. Close, a brakeman on this train and a brother of A. Close, on the other train, received only a few scratches.

G. Middleton, the driver of the east bound train, stood to his post until the collision occurred and was badly injured about the face and body.

Macpherson, another brakeman, was seriously injured and bruised about the body and head.

Conductor Botsford could only remember a succession of crashes before he got away from his train.

Maddock, a fireman on the east bound train, was badly bruised.

Malley, a fireman, was injured more seriously than the rest of the trainmen. His face was disfigured by bruises and he received bad wounds in the body.

The conductors and brakemen belong to Brockville, while the firemen and drivers hail from Belleville.

Norton Clow, the brakeman, who was killed was a young man and well liked by the employees of the road, who feel badly over his sad fate. He was a son of Henry Clow, of Prescott, and had been in service several years.

Gemmill says that after his train left Ballantyne's station he went into the cupola and had not been there more than a couple of minutes when the dreadful crash came. He was thrown forward and alighted on his head and as at the same time Conductor Botsford was thrown forward and hurled with tremendous force against the side of the van. Then as the cars came together he could distinctly hear the crashing before he got out. Eleven of the west bound cars were smashed into atoms while ten of the east bound train were wrecked.

When interviewed Allen Close said that this was only the fifth trip he had made. He belongs to Brockville. He was on the east bound train, and says it was going at high speed when the collision took place. As soon as he saw what was going to happen he jumped and rolled over several times before he realized where he was. He fell on ice at the side of the track, and although stunned for a time was not injured. He did not want a similar experience in a hurry.

Dr. McGannon, of Brockville, and Dr. Saunders, of Kingston, Grank Trunk physicians, were on hand and treated the wounded men. The men from Belleville, who were injured were taken home on a special train.

Viewing the Wreck.

Amid a driving rain and sleet storm the WHIG reporters drove to the scene of the collision. When they arrived there were hundreds of spectators standing about watching the operations of the men while they cleared the track, and waiting anxiously to see the mangled body of the unfortunate man Clow lifted from under the wrecked cars. The pieces of the cars were spread on both sides of the track, and merchandise of every description lay about in all directions. The engines were so badly mashed that to tell what they were was an impossibility. The cars had contained apples, dry goods, hay, rubbers, flour, envelopes, tin pails and meal, and the freight was laying promiscuously about the sides of the track.

Those who arrived shortly after the collision, which occurred about 7:30 a.m., say that the wrecked cars were completely enveloped in steam, which had burst from the engines. It was several hours before the air was clear.

District Superintendent Riddell, on being spoken to respecting the cause of the collision, said he would not be able to explain it until an investigation was held. He estimated the loss at from twenty to thirty thousand dollars. He maintained a very pleasant disposition, and the men eagerly obeyed his instructions in clearing away the wreck. He expressed his sorrow for the death of the young man Clow, but was well pleased more lives were not sacrificed.

General Paragraphs.

The engines destroyed were each worth about $10,000.

Last evening Detective Sullivan and four men watched the cars.

J. Marshall, the company's road inspector, arrived on the scene last night.

Norton Clow wore a gold watch yesterday and his friends were afraid of thieves taking it.

As soon as the drivers discovered their peril they reversed and plugged their engines.

Gemmill and Botsford were placed in a van and taken to Ballantyne's station, where they went to sleep.

The car of hay underneath which the an fortunate man Clow was buried, was the property of Bullis & Grimshaw, of this city.

The rubbers, which were so numerous, belonged to some New England firm and were in transit to the Western States, in bond through Canada.

Mr. Robb, the section foreman, was heard to say that in all the accidents in his recollection he had never seen so many cars piled into such a small space.

Almost a full car of biscuits from H. & W. J. Crothers' factory was in the smash, but the car containing them was little damaged and the loss will not be great.

After the collision, Taylor, one of the trainmen, found G. Malley standing with his back against a fence. He seemed very much alarmed and said, "This is too bad."

When driver Elliott jumped he fell into a water hole and sank to the neck. Cars rolled towards him, and he had great difficulty in keeping himself from drowning.

At about ten o'clock this morning the body of Clow was seen beneath the mass of wreckage, and word being sent to Kingston a casket was shipped down on the next train.

This morning a wrecking party went to the scene of the accident for the purpose of finding Clow's body. It will be brought to the lower depot and Dr. Saunders will hold an inquest.

When the crash was over Conductor Botsford, in charge of the train going west, walked back to Ballantyne's station and reported the accident to the office at the lower G.T.R. depot.

At the place where the accident occurred there is no curve but a steep grade exists and consequently the engine from the east had greater force than the one from the west when they met.

This morning twenty five men were engaged in the city and sent down to the wreck to assist the regular freight handlers under Checker Phil. Tallon in rescuing and classifying the goods.

At 7.30 last evening the track was announced as clear and trains began passing to and fro almost immediately. Strange to say the rails were very little damaged and required scarcely any repairing or straightening.

T. Thompson, jr., of Kingston, was present, and was very active in looking after the goods. He secured the bills of lading representing the freight, and intended that all would not be lost.

J. Middleton had his right side strained and was otherwise badly shaken; G. Mally had his back strained and lips and face cut; Elliott was injured on one side and cut on the face and head.

The accident is supposed to have occurred as near as can be learned between 7:15 and 7:20 in the morning. Had the air been clear it is not likely the disaster would have taken place, because the trainmen would seen each other a long way off.

The force of the collision could be estimated, when it was seen that the car wheels were torn apart, and the axles broken. Pieces of the iron work of the engine, which had been splintered and cracked, were laying about in large quantities.

When the van carrying Elliott and J. Middleton, the wounded drivers, arrived at the G.T.R. station it was visited by some of the train men. The wounded men were lying on each side of the stove. Elliott turned to his comrade and said, "Joe, I never thought we would smash each other up as bad as this."

The engines after striking appear to have rebounded and No. 389 going east was lying on its side north of the track while the other, No. 154, was twenty feet away on the south side, lying in a confused mass of smoking pipes, rods and boilers. Opposite this spot the damage to freight and other property seems to have centralized and the pile of cars was higher there than anywhere else.

When Laidley realized his mistake; his state of mind was painful to see. He was almost frantic, and raced up and down his office floor. Then he rushed outside and meeting the baggageman, Charles Cooper said to him: "You will hear of it pretty soon." Cooper said: "Hear about what." Laidley replied, "I made a big mistake. I have let a train go that I should have held." Then he burst into tears.

When Mr. Laidley, the night operator, became aware of the state affairs is not known, but the terrible shock seems to have completely unnerved him. He knew that by a moment's carelessness a collision was the inevitable sequence. He rushed over to the house of Mr. Nicholson, the day operator, and in a few hurried words told him the facts of the case and also to take charge of the line. What has become of him since is not known. Mr. Nicholson says Laidley's worst enemy could not help but pity him as he stood before the house door, his hand some face blanched with terror and his strongly knit form trembling as he informed him of the affair.

Crowds visited the spot curious to see the scene of the crash. They presented a curious sight as they hung about the cars and peered here and there. A few were even so daring as to appropriate small trifles in the way of rubbers, shoes and packages of stationery, etc., while the piles of freight in the adjoining fields, including nearly a hundred barrels of apples, received their full share of attention, as nearly everybody appeared to favor fruit. In order to put a stop to this state of affairs Detective Sullivan, late of the C.P.R., was put in charge of the loose property and C. B. Grose, lost freight detective, was telegraphed for to Port Hope. Detective Sullivan was not long in nabbing a man who had just put on a new pair of rubbers and thrown away his old ones. He took him before Mr. Riddell but he was allowed to go on restoring the property.

AMONG THE CHURCHES.

Paragraphs From Many of the Churches of the City.

Rev. J. Kines preaches anniversary sermons in Tweed on Sunday next.

Mr. Strachan took the solo part in an anthem rendered in St. Andrew's church last evening.

On Tuesday evening Rev. D. McCormick will be installed as pastor of the Bethel Congregational church.

At the anniversary services to be held in St. Andrew's church Rev. D. J. Macdonnell, of Toronto, will preach.

The friends of Ferdinand Schivereas, the evangelist, will regret that since January last he has lost his three children and his mother.

A dedication anthem was sung in Chalmers church yesterday, entitled "I Have Surely Built Thee an House." James Galloway rendered in fine voice, the solo obligate and bass solo.

The fine organ in the Sydenham street Methodist church was used yesterday for the first time. It sounded fairly well but is not yet completely tuned. Rev. W. W. Carson delivered a vigorous discourse in the evening. Mr. Wadsworth presided at the organ.

At Queen street Methodist church, last night, a service memorial of the late Miss Ada Donnelly was conducted by the Rev. Mr. Kines, whose address was an excellent one. Miss Donnelly was an energetic worker of Y.P.S.C.E. Miss Greer sang a solo, "Not Dead But Gone Before" in her usual sweet manner.

Ten years ago the Y.P.S.C.E. of Queen street Methodist church was organized, the first to be instituted in connection with a Methodist church. It was suggested by a trustee who had attended a christian endeavor meeting in New York. The suggestion was heartily adopted and a society of forty members established. The growth of the society has been rapid, about 100 members being now enrolled. Nine committees give scope for work, and the latest addition to the committee list is the "Vigilance Committee."

At Bethel church, on Sunday morning, Rev. D. McCormick gave the third discourse on "Incidents in the life of Jacob." He noticed the fact that Jacob was a religious man, but his religion was all but smothered by his worldliness. Where life is God will see to its development. If the branch is in the vine the necessary pruning is never neglected. Jacob is not happy; he is not living in harmony with the laws of the spiritual life. A change is indispensable. In seeking that change he has once again to face the old sin and review the old life. This drives him to prayer, the first recorded prayer, the first real prayer he offered in many a day. The burden was protection first, and grace, more grace, next. He must be emptied before being filled; brought low before he is lifted up. The angel leads him by asking for his name to confess his sin and deplore his follies. He is humbled in contrition, and then he is knighted and becomes one of God's aristocracy. There is a way of ascent and descent. Jacob found the upward path and pursued it. Can we follow him? Would we like to follow him? The same God is ours, the same grace at our disposal, the same resources at our command. We have to choose.

INCIDENTS OF THE DAY.

Newsy Paragraphs Picked Up by Our Reporters in Their Rambles.

Alfred Demara will leave to morrow for Chicago.

The flag on Victoria hall is at half mast out of respect to the late James McNamee.

Thomas Hanhon, for burglary, has been sent to the penitentiary for two and a half years.

Wallace Corbett, manufacturer of boots, Lynn, Mass., is in the city calling on friends.

Yesterday was the first day that the new Grand Trunk bridge at Kingston Mills was open for traffic.

The ice in Cataraqui creek is two feet thick. Farmers living near by have been drawing ice from it for several weeks.

Travelling on the ice bridge between the city and the island was very disagreeable yesterday. There was over a foot of water on the ice.

G. H. Kirkpatrick, son of a Kingstonian, recently promoted a charity concert in Toronto at which $68 were realized. George is complimented for his good work.

All the work in connection with the improvements to the fire alarm system has been put up. The new boxes will arrive next week and when they are placed in position the system will be complete. The boxes would have been here now had not accident occurred in the establishment which they were made.

Removed.

M. Heber, dealer in second-hand clothing and furniture has removed from 346 Princess street to 56 Brock street.

PERSONAL MENTION.

People Whose Movements, Sayings And Doings Attract Attention.

Arthur Brock, Kingston, is on a visit to friends at Cornwall.

D. J. Morice has been appointed agent in Manitoba for Queen's college, Kingston.

Miss F. Jenkins was a guest at the snow shoers' ball, Toronto, on Friday evening.

Mrs. Conley is fast recovering from the effects of a fall which she suffered a few days ago.

Truman S. Angel died at Watertown some days ago. He formerly was in mercantile life in Clayton.

Wm. Gibson late in the employ of Joseph Hiscock, left to day for Oswego, where he will study shorthand and typewriting.

John Gowdy, Kingston, and formerly of Mosaboro, is at Guelph on a visit to his brother, ex-Mayor Gowdy, and other friend.

Rev. Father Corbett, chairman of the board of separate school trustees, Cornwall, is calling for tenders for the erection of a school.

Mrs. L. Youmans, temperance lecturer, has returned much benefited from Battle Creek, Michigan, where she has been undergoing treatment.

Capt. W. Mack an old Kingston boy, who has been connected with shipping circles in Cleveland and other American cities, arrived here from Cleveland this morning to pay a short visit.

M. H. Folger will take Capt. Beaupre's place as superintendent of the Thousand Island steamboat company during the coming season. Mr. Folger was purser on the steamer St. Lawrence last season and filled the position remarkably well.

SECOND EDITION.

GENERAL PARAGRAPHS.

The Very Latest News Crowded Into a Small Space.

There is severe weather in Greece.

N. B.—Feb. 9th carnival at Kingston rink.

Sir John Pope Hennessey removed his motion in the house of commons.

There has been another engagement in Chili and the insurgents suffered.

A joint stock company will likely be formed to make a cinder track into the city.

The Odessa hospital at Shopin has been destroyed by fire. Fourteen patients perished in the flames.

Mr. Rousseau left for Montreal on Tuesday night and will not return until the suction pipe is ready to be laid.

On account of lent next week, Dix's carnival, in aid of the Orphans' Home, will take place on Friday next, Feb. 6th.

Cataraq