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The Toronto World.

SUBSCRIPION THREE DOLLARS A YEAR TWENTY-FIVE CENTS A MONTH DELIVERED IN CITY AND SUBURBS 18 KING ST. EAST, TORONTO

THIRD YEAR. THURSDAY MORNING, DECEMBER 14. 1882. PRICE ONE CENT

Mechanics Institute

A PRECIOUS DOCUMENT

SHOWING HOW RAILWAYS ARE BATTLEDORED AND SHUTTLECOCKED.

Mr. Osler and Mr. Hendrie's Little Scheme that Didn't Come Off—The Former Only Wanted $400,000 for his T. G. & B Switch—The Credit Valley, the Great Western, the Ontario and Quebec and the Toronto, Grey and Bruce Almost Consolidated—Mr. Hickson's Coup de Grace.

In the chancery court yesterday in the case brought by the Grand Trunk to compel the Toronto, Grey and Bruce railway to carry out the arrangement made with that road some time ago, but which Mr Hendrie and his associates now refuse to recognize, Mr Hickson at the last moment filed a very remarkable exhibit, viz, the agreement entered into by the Ontario and Quebec, the Great Western, the Credit Valley and the Toronto, Grey and Bruce, whereby these roads were to be consolidated into one and run against the Grand Trunk. There was no anxiety displayed for the public interest in this deal, but a due regard for personal gains and profits. The document runs:

HEADS OF ARRANGEMENT AS TO THE ONTARIO AND QUEBEC RAILWAY:

(1) The authorized capital of two million dollars in shares and bonds to the extent of $25,000 per mile at five per cent interest, say 185 miles from Toronto to Perth to be graded and ironed forthwith by the Ontario and Quebec railway company, that the bonds to be made subject to the creation and issue of five thousand dollars per mile additional *pari passu*, that such additional issue is authorized by parliament, the sum being necessary for the accomplishment of the undertaking, the equipment of the line and necessary terminal conveniences at Toronto.

(2) A contract to be entered into between the Ontario and Quebec railway and Messrs. Stephen, McIntyre, Osler, Hendrie and such others as they may join with them therein for the construction of its railway from its junction with the Canada Pacific railway in the town of Perth to the eastern bank of the Don river at or near Toronto, whereby the contractors shall bind themselves to acquire for the company all necessary right of way and station grounds, and to construct thereon and between the said point: the railway of the said company of a uniform gauge of four feet eight and one-half inches with steel rails of the standard weight of the Canada Pacific railway, but not less than fifty-nine pounds to the yard, of the best quality, stone culverts, iron bridges, timber cattle guards, frame stations, all requisite sidings, stone houses, engine houses and shops and water service and telegraph lines, as usually constructed under agreements between telegraph and railway companies, and other usual things necessary and adequate for a complete railway prepared for the work of through and local passenger and freight traffic. Such railway and other matters and things aforesaid to be equal to the standard of the main line of the Great Western railway in every respect, in so far as a new railway can be made equal to an old one, and except as to the extent of station facilities and sidings, which shall be equal to the said standard relatively to the proportionate traffic.

(3) Detailed specifications to be made part of the contract to be settled between the chief engineers of the Ontario and Quebec railway and the contractors, and in the event of difference the same to be determined by Walter Shanley, C. E., of Montreal, failing whom by an engineer appointed by the president of one of the divisions of the high court of justice of Ontario.

(4) The contract shall be settled in form by the solicitors of the Ontario and Quebec railway company and the solicitors of the contractors, and in case of difference between them by Christopher Robinson, Q. C., and shall provide for the completion of the work on or before March 21, 1884, or within such further period as may be agreed upon by the Ontario and Quebec railway company and the contractors to be stated in the contract (failing agreement such period to be settled as above provided in regard to the specifications) and allowed by an amendment to the company's charter. The contract shall also provide for the further extension of the time for completion in case, during construction, unforeseen difficulties arise, the period of such extension to be settled by a referee in case of difference and shall also bind the contractors to assume and pay all charges, law and parliamentary and other expenses of the company until the completion of the road, including interest on bonds and debentures, and taxes and assessments, so that the company may take over its railway free of every charge and incumbrance save the principle of its line capital.

(5) In full payment for the performance of their said contract, the contractors shall receive in manner hereinafter provided the said bonds at the rate of $25,000 per mile and the shares to the amount of $2,000,000, which shall be paid up shares when issued, to the contractors.

(6) The contractors shall forthwith transfer and assign $1,000,100 of paid up capital stock of the company free of cost to Francis D. Grey, Frederick Broughton, Samuel Barker and Joseph Hobson in trust to hold the same for the Great Western railway company until the first day of January next, and if in the meantime the Great Western railway company shall have executed and its shareholders have ratified an agreement for the interchange of traffic between the Great Western railway and the Credit Valley railway companies respectively, and the Ontario and Quebec railway company for a period of 21 years, whereby the Great Western railway and the Credit Valley companies respectively, each for itself only, agree to give to the Ontario and Quebec railway all their east bound traffic within their control not going by way of the Niagara frontier, and the Ontario and Quebec railway company shall agree to give to the Great Western and Credit Valley railways (subject to the provisions of the traffic agreement and pooling agreement to be entered into with the Toronto, Grey and Bruce railway company, and the share of such traffic to be allowed to it) all its west bound traffic in its control in proportion to be agreed between these two companies, such interchange of traffic to include all necessary facilities and to be made on mileage divisions of the rates and tolls as to the entirely through traffic, and upon agreed or arbitrated divisions as to traffic passing over only part of one railway and wholly or partly over the other—this upon trust to transfer and assign the said $1,000,100 paid up stock to the Great Western Railway company or their nominees. The said stock shall not be assigned or transferred by the Great Western during construction of the said railway. While such stock is held by the Great Western railway during the time aforesaid or thereafter, the capital stock of the company shall not be increased without their consent.

It is understood and intended that the majority of the capital stock is given to the Great Western company that they may be interested in promoting the prosperity of the Ontario and Quebec Railway company, and that they may have and retain control of that company. In the event of the refusal of the Great Western railway to enter such traffic agreement, the said capital stock shall be assigned to the contractors.

(7) During the construction of the Ontario and Quebec railway the contractors shall hold and retain the remaining $999,900 of the capital stock of the company, and shall not within five years thereafter sell or dispose of the same or any part thereof at any price without first giving to the Great Western railway the option of purchase at the same price.

(8) The contractors or such of them as are shareholders in the Ontario and Quebec railway and in the Credit Valley railway, or either of them, shall such shareholders vote in favor of the ratification of the traffic agreement aforesaid.

(9) The bonds aforesaid shall be deposited in the hands of the president and the general manager of the Bank of Montreal as trustees, failing whom the contractors shall name the president, general manager or general managers of the branches in Toronto or Montreal, of some chartered banks of Canada as trustees (unless they and the Ontario and Quebec railway shall agree as to other trustees), who shall hold the same upon trust to pledge, hypothecate and to sell and convert the same at the request of the contractors when and in such manners as the contractors may think expedient for the furtherance and accomplishment of the undertaking, the whole at one time or in parts from time to time for the said purpose, and the said trustees shall receive the proceeds and pay over the funds so raised or shall deliver over the bonds, if the same have not been converted into money, to the contractors from time to time as the work proceeds (less 10 per cent to be reserved until completion on the certificate of the chief engineer of the contractors, countersigned as approved by the chief engineer of the Ontario and Quebec railway, to be given on progress estimates according to the schedule of prices to be settled in the same manner as the contract is to be settled, and to be annexed thereto, and with the right to the contractors if dissatisfied with the decision of the chief engineer of the railway company as to countersigning and approving such certificates or withholding the same, or as to amount thereof, to appeal to the engineer referee to be appointed as in clause 3; and until the completion of the work or failing the same, or as to such part of the said bonds or their proceeds as may not have been applied or expended in the contract, to hold the same in trust for the Ontario and Quebec railway, and upon the completion of the contract then upon trust for the contractors.

It is further provided that the works and contract shall not be deemed to be completed until the same shall have been finally accepted and approved by the chief engineers of the Great Western railway and Canada Pacific by their certificate in writing; but in case the contractors shall be dissatisfied with the decision of the last named engineers, or if they do not unite in giving such certificate within one month after the requisition from the contractors, they shall be allowed the right to appeal to the engineer referee whose certificates shall be accepted by the trustees and parties as conclusive.

(10) The contractors shall also construct and complete the railway in like manner as hereinbefore provided to its western terminus and connection with the Credit Valley railway or Great Western railway or with the station or in Toronto at such point or points as may be determined by the the O and Q R, and shall receive in payment for the said work the actual cost thereof and 10 per cent in addition upon such cost, and shall be entitled to receive in part payment for such work in the manner and on the conditions hereinbefore stipulated, bonds at the rate of $25,000 per mile as fixed for the running of the line from the terminal point on the west side of the Don westward, and the residue of the amount due for the said work after crediting the amount realized for the said bonds (at the average rate realized upon all the bonds including those aforesaid) shall be paid to the contractors by the O and Q. R. upon the completion of the contract. The contractors shall purchase the right of way west of the Don river or any portion thereof; the prices to be subject to the approval of the O and Q R. The contractors shall pay the purchase money and shall be reimbursed as aforesaid with 10 per cent promium added to such cost.

(11) The bridge to cross the Don river shall be constructed upon plans and specifications approved of by the engineer of the G. W. R., and shall, if the G. W. R. so desire, be offered for contract by public tender, and the sub contract for the building of the bridge shall be subject to the approval of the O. and Q. R.; and the contractors shall be paid the cost of such bridge as and in the manner provided in the contract or contracts for such construction, but shall be reimbursed such cost in the manner aforesaid, with 10 per cent added thereto.

(12) The board shall consist of seven members of the Great Western railway company as holders of the majority of the said capital stock, who shall upon the election of directors of the Ontario and Quebec railway during construction of the railway, vote in favor of three shareholders named by the holders of the said $999 900 of the capital stock, or in case it shall be found expedient the said directors then shall in like manner vote in favor of four named by the holders of the said portion of stock, it being the intention however that the Great Western railway shall nominate the majority.

(13) The Canada Pacific railway company and the Ontario and Quebec railway shall also enter into an agreement for twenty-one years, whereby the Canada Pacific railway shall agree to give to the Ontario and Quebec railway all western-going traffic within its control from the main line and branches or operated lines not destined for its own western main lines now being constructed, and also to give to the Ontario and Quebec every facility and freedom for traffic by way of its lines, branches and operated lines, such as is provided for by the clauses in the Ontario and Quebec's charter, and on terms to be agreed or settled by arbitration, and generally as to the division of rates and tolls in like manner as is hereinbefore in clause 6 in regard to the traffic interchanged with the western connection of the Ontario and Quebec. Such agreement shall include running powers, the terms to be agreed or arbitrated, over the Canada Pacific lines from Perth to Ottawa. And by the said agreement the Ontario and Quebec shall agree for the like freedom to send all its eastern bound traffic by the Canada Pacific, with other facilities and freedom as aforesaid, and on terms to be also settled by arbitration or agreed on similar divisions to those above.

(14) The Great Western railway, the Credit Valley railway, the Toronto, Grey and Bruce railway do enter into an agreement for a period of twenty-one years for the division or pooling of their traffic for which they are in competition, and as to the portion thereof going over the Ontario and Quebec the same shall be delivered by the Ontario and Quebec under the agreed divisions.

(15) The Toronto, Grey and Bruce railway to enter into a traffic agreement with the Ontario and Quebec similar to that to be entered into by the Great Western and Credit Valley companies as aforesaid, and to receive a traffic agreement in return, subject to the divisions in the last paragraph mentioned.

(16) The Toronto, Grey and Bruce and Ontario and Quebec companies do enter into an interchange of traffic agreement for the working of the Toronto, Grey and Bruce with provisions securing such rebates out of the Ontario and Quebec interchanged traffic receipts as may be necessary to make up any deficiency in the 4 per cent interest referred to in Mr Osler's letter to Mr. Gramshaw (appendix A), and generally to carry the provisions in the said letter into effect, the terms of the agreement between the companies to be subject to the usual confirmation of the shareholders of the companies.

(17) In the event of the requisite powers to amalgamate the Toronto, Grey and Bruce and Ontario and Quebec railways be obtained and the agreement for amalgamation being entered into one of its terms shall be that Osler & Co. shall receive par for the $400,000 of Toronto, Grey and Bruce stock held by them.

(18) Failing any of the above arrangements with the Toronto, Grey and Bruce the agreement shall be carried out as between the other parties without any regard to the Toronto, Grey and Bruce or its railway.

(Signed) F. D. G. E. B. O.
C. D. ROSE.
December 9, 1881. Director C.P.R.

APPENDIX A.

LONDON, Dec., 1881.

W. H. Gramshaw, Esq., chairman of the London committee of the bondholders of the Toronto, Grey and Bruce Railway.

DEAR SIR: On behalf of the Ontario and Quebec railway company I beg to make the following proposals for the united working of the two systems of railway:

(1) That the claim for overdue interest upon the existing past-due six per cent bonds of the Toronto, Grey and Bruce railway be surrendered.

(2) That the holders of the said bonds do accept four per cent for thirty years from Jan. 1st, 1882, receiving either bonds of the Toronto, Grey and Bruce, as hereinafter mentioned, or in the event of amalgamation bonds of the Ontario and Quebec.

(3) To insure the payment of four per cent at least during the construction of the Ontario and Quebec a sum shall be deposited sufficient to provide for two years' interest on the overdue bonds.

(4) That upon the completion of the Ontario and Quebec a general working shall be entered into from the united receipts of which a sufficient sum shall be appropriated to meet the four per cent interest.

The foregoing proposals are subject to the following conditions:

(a) The usual confirmation of the shareholders of both companies be obtained.

(b) A decision in favor of the Toronto, Grey and Bruce in the present open proceedings at the instance of the Grand Trunk.

(c) That from the present date pending the completion of the agreement to be passed on this offer, your company do not entertain proposals from any other company or persons for the adjustment of your bonded debt.

(d) That your approval of this proposal and notification of your intention to submit the same to the bondholders be communicated, say within —— from this date yours respectfully, E. B. OSLER.

A Torontonian's Narrow Escape

The St. Louis Post-Dispatch of Dec. contains a long account of a sensational shooting affray in Barr's dry goods store in that city by which Joseph A. Johnson, a young man well known in and belonging to Toronto, was accidentally shot. A man named J. B. Cull had been separated from his wife for some time. His wife was a saleswoman in Barr's and he was employed in another dry goods establishment. Cull attributed his wife's estrangement to Thos. B. Corpening, a former friend of Cull's. The latter alleges that Cull traduced his wife's character on several occasions to her husband. Cull met Corpening on the street and, under cover of a revolver, forced him to go to Barr's and face his (Cull's) wife. One of the bosses would not allow an interview during business hours. The two men were holding a hot worded argument in one of the aisles, when Cull fired two shots in rapid succession. One of them struck Johnston on the head, but glanced off without inflicting a dangerous wound. A quarter of an inch the other way, however, would have imbedded the bullet in his brain. The case is now before the St. Louis courts, Cull being held for shooting with intent to kill.

The Criminal Sessions.

At the annual sessions yesterday before Judge Boyd the trial of Chas B Davey, charged with feloniously receiving a quantity of leather stolen from Beardmore & Co, was finished. Davey was acquitted. Mr James Bethune, Q C, defended. The stolen leather was produced in court and Attorney Fenton applied for an order restoring it to Beardmore & Co. Judge Boyd said he had no power to make such an order and the goods were handed over to the custody of Detective Hodgins. John Murray, an old man, was tried for felonious shooting at James Garvin at the village of Thornhill on the night of Nov 8. A weak case was made out and Murray was discharged.

Toronto Medical School.

No examination this Christmas.

School closes for Christmas holidays on Thursday Dec. 21 and re-opens on Wednesday Jan 3, 1883.

The faculty have decided on holding a summer course of about ten weeks, at a very low fee, if a sufficient number of students will attend. The term will be from about May 15 to July 1.

The Water By-law Bonus.

The deputy returning officers for the various wards were yesterday supplied with ballot-boxes and all requisites for the voting which takes place on the $75,000 waterworks by-law to day from 9 a.m. to 5 p.m. at the advertised polling places. For this voting there are twenty deputy returning officers: for the municipal elections there will be sixty-five. Vote for the by-law.

THE PRESENT SITUATION.

The monetary situation is extremely critical at the present moment, at least in so far as Canada and Canadian enterprises are concerned. There was a break in all kinds of Canadian bank stocks yesterday with heavy sales. The unduly expanded bank shares must come down; they were "run up" by the stock speculating manipulations of their managers and directors, and instead of being in the hands of solid investors at least one half of their stock is "on the street" that is held on ten per cent margin by speculators, the balance being carried by those banks which lend money on their own stocks. For a couple of weeks the parties most interested have been going round full of swash buckler and pouring out denunciations on the heads of their critics, but at bottom quaking in their boots; they have tried to hold up their end but a sickening feeling is gradually creeping over them and they are letting go.

In the Northwest things are "teetering," to use the words of a gentleman from Winnipeg. There was great excitement when a paragraph, which appeared in The World of Monday morning, reappeared in the Winnipeg papers of the same evening. Telegrams of very urgent nature have passed between Toronto and Winnipeg in regard to this particular matter and the situation generally. The Toronto banks have sent up stringent orders to their Winnipeg managers. The paper of the Portage and Westbourne railway went to protest, and among the names on it were those of several prominent real estate men who were directors of the road. A private message however informs us that Sir Hugh Allan's associates were to have taken up the protested paper yesterday. The locking up of immense amounts of Canadian capital in unproductive real estate at speculative prices has brought on the present critical condition of things in the Northwest.

Then as to the Canadian Pacific. Mr. Stephen is now on his way to England. He must raise money some way, but there is no use blinding the fact that so far he and his associates have been unsuccessful outside of Canada. The supply procurable in Canada ought to be pretty well exhausted by this time. The aggressive policy of the Grand Trunk renders their task all the more difficult.

Locking up Canadian money in inflated bank stocks, in unproductive and inflated Northwest real estate, and in building a great railway that will not be able to pay its way for some years, accounts for the present situation, and any more serious turn that it may assume.

THE LIQUOR MEN'S CONVENTION.

Close of the Session—Discussing a Memorial From the Toronto Branch.

The Ontario Trade Benevolent association concluded its session in Albert hall at noon yesterday, President R. S. Hamilton of Brantford in the chair. There were not so many delegates present as on the opening day. After routine the association took up the consideration of the memorial from the Toronto branch as follows:

1. We are in favor of the government placing a limit on the number of licenses to be issued, but we would suggest, however, that any municipality might petition to have the limit extended in special cases, such as summer resorts, towns where there are large markets and a few causes, which make it indispensable that extra accommodation should be furnished for the public.

2. That the board of license commissioners, as at present constituted, should be changed to one of a less political character, at the same time giving the municipalities a voice on the new board. Who should constitute the members of the new board has been a matter of some deliberation with us, and we fully recognize the difficulty of securing a board which will inspire confidence to all sections of the community. We would, however, respectfully suggest the following as suitable parties: The county judge, warden of county, mayor of a city, reeve of a village or township, one clergyman of the county or city council and one appointed by the government. From the above a licence board of three or four could be selected which would satisfy all, and it was thought advisable to have a board of five persons we would recommend the sheriff or registrar for such appointment.

3. With regard to the inspectors we would recommend that the license board for each county or city should elect their own inspectors.

4. That as far as possible the license law should be the same for the whole dominion. We fully realize however that it will be impossible to have it absolutely so, as what might suit one province might not suit another in some little matter of detail.

5. We would urge upon the government the rights of license holders to enjoy all the privileges of citizenship held by other trades. We claim that license holders are as intelligent a class of individuals as in any other branch of commerce and have as much at stake, therefore they have an equal right to a seat in our common councils.

6. This clause expressed the opinion that licenses should be issued in perpetuity to hotel buildings themselves and that in cases where licence-holders were deprived of their licenses, they should have recourse to the court of appeal.

7. When it is necessary that at large gatherings such as exhibitions, fairs, etc, that refreshments should be sold for the accommodation of the public we could recommend the permits be given for the sale of ale, lager beer and native wine but that they should be given only to license holders upon their showing that they had paid for the privileges of having a booth, and that the government should charge a fee of from $5 to $20 for these permits according to the length of time required and number of booths.

8. We will call your attention to the unsatisfactory working of the Saturday night 7 o'clock law and ask for an extension to 11 o'clock.

Three hours were occupied in discussing the memorial, Clause 1 was passed with very little discussion, but clause 2 was struck out after a lengthy debate by a vote of 13 to 10; also clause 3. Clauses 4 and 5 were adopted, and the first part of clause 6 was struck out, with the latter section remaining. Clause 7 passed and clause 8 was amended by substituting the hour of "9" for "11."

The parliamentary committee was appointed as follows: Messrs. Brady, Lennox, Reid, Cosgrave, O'Donohoe, Lotridge and Armstrong. They were instructed to press what is known as the Boultbee amendment to the Scott act upon the notice of the dominion government. It was decided to petition the Ontario government to equalize the license fees for cities, for towns and for villages.

The next meeting will be held at Hamilton.

Robert McWade as Rip Van Winkle.

To-night the citizens of Toronto will have an opportunity of witnessing Mr. Robert McWade as Rip Van Winkle. Mr. McWade has won renown in this great creation of Washington Irving's. Read what the Vicksburg Herald says:—"Robert McWade's Rip Van Winkle is perfection, as near as can be; it is art concealing art with the delicate line that marks the boundary between pathos and humor never encroached upon, and keeps one eye weeping whilst the other is laughing, from Alpha to Omega of the play."

A DETROIT LIBEL SUIT.

A Physician Charged With Malpractice—Suicide of the Doctor's Patient.

DETROIT, Mich., Dec. 13—The trial of the libel suit of Dr. Bathrick of Battle Creek, against the Detroit Post and Tribune, for $20,000 damages, was begun yesterday in the superior court, Detroit, a jury being speedily obtained. The hearing of evidence will proceed to day. Mr. Atkinson opened the case for the plaintiff, dwelling at length upon the alleged libelous article which appeared on July 12 1881, and accused Dr. Bathrick, a wealthy physician of Battle Creek, with having almost killed a young lady of 17 named Miss Annie Prosser by malpractice, after seducing her. Mr. Atkinson stated that the same article had appeared in other American papers, but had been afterwards contradicted. Mr. Cever for the Detroit papers declared his intention of proving the truth of the report.

BATTLE CREEK, Dec. 13—Annie Prosser of this city committed suicide last night, by jumping into the Kalamazoo river. Her body has not yet been recovered. Her mother also committed suicide last night. The girl has attempted it before. She has been very despondent since the revival of the case in which her name figures, and it is supposed that this led to her suicide.

THE FIRE RECORD.

Extensive Fire in Windsor—Tobacco Factory Burned in Montreal.

MONTREAL, Dec. 13—Abraham's tobacco factory was partially burned to-day. Loss $2500, insured in Sovereign for $4500.

WINDSOR, Dec. 13—About 3 o'clock this morning fire was discovered in Webster's tailor shop in the Opera house block. The flames quickly spread and raged for three hours notwithstanding the efforts of the brigade. The following are the losses: Smith & Duck's grocery stock $2000, insured; Mr. Webster, $4000 no insurance; J. S. Edgar's shoe stock, $6000 partly insured; Miss Whitson, milliner, loses $1000, insured; Patterson and McHugh, lawyers, lose $500, not insured; the Windsor Record printing office about $2000, insured. During the fire Wm. Shipley, fireman, fell from a ladder and broke his leg.

A Raid at Barrie.

BARRIE, Dec. 13—Detective Rogers and a posse of police raided a notorious den in this town last night kept by "Flod." Walter alias Florence Lee. The following were arrested: Florence Lee (keeper), Etta Sylvester, Lottie Ferguson, Minnie Collison, inmates; Sebastian Castinet and John Vair as frequenters. They appeared before Messrs Edwards and Laird, J. P.'s, this morning, and were fined as follows: Lee $20 and costs or thirty days, Sylvester $10 and costs or thirty days, Ferguson $10 and costs or thirty days, Collison thirty days without the option of a fine. Vair, a frequenter, $10 and costs or thirty days.

Fatal Result of Jealousy.

ST. SCHOLASTIQUE, Que., Dec. 13—A young man named John Craig of Lakefield has surrendered himself to the sheriff, confessing that he inadvertently shot and killed Willie John Armstrong, a boy twelve years of age. It appears that Craig courted a young lady who recently transferred her affections. Enraged at the idea of another possessing his idol, he took the first opportunity of firing at her on sight. The ball from the revolver missed the lady and lodged in Armstrong's chest, with fatal results. He will be tried at the assizes in January.

Vice-Regal Movements.

OTTAWA, Dec 13—A private telegram was received here late last night announcing that the plans of the vice regal party had been changed. Instead of coming direct to Ottawa from San Francisco, they will make an extended tour of the United States, visiting all the large cities, especially the south, in the hope of benefitting the health of Princess Louise, who is said to be seriously indisposed. The governor general will return to Ottawa in time for the opening of parliament.

A Senseless Regulation.

HAMILTON, Dec. 13—Great complaints are made by the travelling public with reference to the senseless rules prescribed for the ladies' waiting room in the passenger depot. A gentleman cannot occupy the apartment with his wife while waiting for a train. He is religiously barred out, and then there is a rush for the cars it is obvious that much confusion and annoyance is the result.

The Adelbert College Difficulty.

CLEVELAND, Dec. 13—The Adelbert college war is about ended. Yesterday many students personally apologized to the president. The junior class of Ohio wesleyan college of Delaware, Ohio, sent a resolution of condolence to the expelled Adelbertians. The Delaware faculty thereupon expelled the entire band.

Anti-Nihilist Associations.

VIENNA, Dec. 13—An anti-terrorist association, the object of which is to oppose the projects of the nihilists, has been formed at St. Petersburg. Branches have been established at Paris, Nice, Geneva, London, Zurich, Berlin, Konigsberg, Bucharest and Constantinople.

Austro-German Alliance.

COLOGNE, Dec 13—The Gazette states that the Austro-German alliance, originally concluded for five years, and which expires October 15, 1884, will be prolonged, because it has already proved of great advantage and furnishes a strong guarantee for the maintenance of peace.

Suicides in the Prussian Army.

BERLIN, Dec 13—Suicides are alarmingly frequent in the Prussian army. Recently a cadet shot himself at Richberfelde; a lieutenant killed himself at a ball at Spardan; another Prussian officer committed suicide in Paris. Deaths by duelling are also frequent.

Wounding an Irish Bailiff.

DUBLIN, Dec. 13. — At the Connaught assizes yesterday a farmer named Kilmartin, residing on one of the Arran islands, was convicted of grievously wounding a bailiff, and sentenced by Judge Lawson to penal servitude for life.

A Present for the Queen.

TROY, N. Y., Dec. 13—Four car-loads of very fine sheep passed through this city yesterday from Canada, en route to Liverpool via New York. The stock, it is said, is a present from the Marquis of Lorne to Queen Victoria.

LORD DERBY.

His Speech At Manchester—England's Attitude Towards Egypt—The Madagascar Question.

LONDON, Dec. 13—Lord Derby, speaking at Manchester to-day, rejected the idea of a protectorate for Egypt. England, he said, ought not to remain in Egypt longer than absolutely necessary to restore order. The English influence in Egypt must preponderate, but it was not necessary to exercise it in an offensive spirit, nor to exclude free and friendly consultation with France. Referring to the attitude of France toward Madagascar, we ought to offer our services, but if, as appears probable, the dispute is only a pretext for the annexation of a part of the island, we must abstain from mediation.

CABLE NEWS.

Lord Derby has accepted the secretaryship for India.

It is stated that the Boers have captured the Kaffir chief Mampoet.

The Pall Mall Gazette says the announcement of a change in the ministry is premature.

The sultan has had built for his own use an armored carriage, bullet and grenade proof.

The Bishop of Winchester has declined the archbishopric of Cantorbury, owing to advanced age.

The London newspapers, on the occasion of the fiftieth anniversary of his entrance into public life, have printed retrospects of Gladstone's career, and editorially recount his influence.

The discovery of a process for the cheap production of aluminum causes no little excitement in the metal trade of Birmingham and Sheffield.

Mr. Chamberlain, the president of the board of trade, has resigned from the reform club in consequence of renewed unpleasantness concerning his brother being blackballed when applying for admission.

CANADIAN NEWS.

There was a fall of a foot of snow last night in Quebec.

Clifford Esterbrook, a boy of 10 years, of Sackville, N. B., perished in a snow-storm a few days ago while on his way home.

OBITUARY.

Henry Carlisle, ex-mayor of St Catharines, died yesterday of congestion of the liver, after an illness of a few days, aged 63 years.

The Sentence on Higgins.

DUBLIN, Dec. 13—In delivering sentence on Higgins, Justice O'Brien expressed the opinion that Higgins was the least guilty of the three prisoners concerned in the murder. Marwood, the executioner, has arrived en route to Galway, assisted by nine detectives.

Highwaymen in New Mexico.

LAS VEGAS, N. M., Dec. 13—This morning a wealthy Mexican named Pasque Sena, was shot and killed by highway men. The stage en route to Clifton was robbed by road agents and two Chinese passengers were killed.

Punishing Agrarian Crime.

DUBLIN, Dec. 13—At the Leinster assizes to-day John and Patrick Carroll were convicted of killing a farmer named Hickey, and were sentenced to ten and twenty years. Their crime was agrarian.

The Redemption.

The second presentation of Gounod's Redemption by the Toronto Philharmonic society at the Horticultural gardens last night was even a greater success than on Tuesday. This was certainly the musical event of the season and ought to give its conductors such encouragement that Toronto will rank with any city on the continent in these great musical feasts.

THE BEAUTY AND THE BEAST.

Father, what is that fine building there?
That is bank my son.
What do banks do, father?
Well, my son, they do various things; the principal thing is to borrow money from a class of our citizens known as "depositors."
Why do they borrow money, father?
Why, my son, they borrow it to lend out again to another very valuable class of our citizens known as railway promoters.
Do they lend it to the railway promoters without interest, father?
No! if they are aware of the fact, my son.
Well, father, what is that lovely old feudal-looking mansion beside the great bank?
That, my son, was once a bank also, but the great knight who directed its fortune "busted it" by not getting sufficient collaterals.
Is it still a bank, father?
Well, not quite, my son. The sign-board says it is a "railway office"; but it can hardly say what it really is. It is commonly known as "Jim Hill's Machine."
What does Jim Hill's machine do, father?
Oh, Jim Hill's machine is a sort of modern pantechnicon. it does everything in the financial line; it buys "switches," undertakes to build railways, has a capital of $100,000,000 (not all paid), gets bonds printed and offers them for sale for *permanent* investment.
Very permanent, father?
Yes, awfully permanent, unto the third and fourth generation, my son.
Why does Jim Hill's machine live so close to the great bank, father?
Simply for convenience, my boy.
Do the families visit?
Yes my son, they often visit and often sit up late at night "discussing things."
Are they any relation to each other?
Financially they are twins.
I wonder, father, if this intimacy will last long?
I think about another year, my son.
But father, should two such nice neighbors not live together for a great many years?
They should, my son, but things don't always pan out."
Father does the big bank ever lend any money to Jim?
Tut! Tut. My son you are too too inquisitive.
If you keep on this way I'll have to get you appointed a bank examiner. Come along home like a good boy and learn your spelling. S-y-n, sin d-i, di, s-a ca, syndicate and so forth and so forth

STEAMSHIP ARRIVALS.

Date.	Steamship.	Reported at.	From
Dec 13	P. Calland	New York	Rotterdam
Dec 13	Parisian	Portland	Liverpool
Dec 13	Aria na	Queenstown	New York

THE WEATHER BULLETIN.

METEOROLOGICAL OFFICE,
TORONTO, December 14, 1 a.m.

Lakes: West to north winds, fair colder weather, with a few snow flurries; probably decidedly colder weather on Friday and Saturday.

OUR LEGISLATIVE POMP.

OPENING OF THE PROVINCIAL LEGISLATURE YESTERDAY.

The Show Becoming Stale and the Crowd Growing Smaller—The Speech From the Throne—New Members.

The usual pomp which characterizes the opening of the Ontario legislature was not absent from the ceremony of yesterday, although the crowd, especially of ladies in full dress, was not nearly so large as on former years. The show has got stale, as it were, and perhaps were it not for the fact that a citizen or provincial resident is likely to be rewarded by seeing a pretty feminine face and a bewitching costume on the floor of the legislative chamber, the lieutenant-governor might have to read his speech to his immediate attendants, the members, messengers, reporters and lobbyists alone.

At 3 o'clock the governor and Gamble Geddes, A D C, drove down to the chamber. Mrs and the Misses Robinson followed in a sleigh. His excellency was attended by a detachment of the governor-general's body guard. The guard of honor was composed of 100 men from the Queen's Own Rifles, who were drawn up in front of the building. Two guns from the Field Battery, under command of Lieut. Mead, were stationed in Wellington street, and as the flag on government house was lowered a salute of thirteen guns was fired. Inside the chamber there was a good-sized gathering of ladies and gentlemen. At 3 30 the lieutenant-governor read the

SPEECH FROM THE THRONE

Mr. Speaker and Gentlemen of the Legislative Assembly:

With much pleasure I welcome you once more to the capital of the province, and to your important and responsibilities as provincial representatives of the people.

I congratulate you on the prosperity which during the present year the province has enjoyed, arising in part from the abundant harvest with which it has pleased Providence to bless the labors of a thrifty and industrious people.

The progress of agriculture in the province during the last twelve years is extremely gratifying. Important steps have been taken to aid this great industry by the work of the Agricultural college and Experimental farm, by the investigations and reports of the agricultural commission, and by the other measures which have from time to time been adopted for this purpose by the legislature. On the present occasion I desire to congratulate you especially on the important advantages which already have been secured by the bureau of industries, established in your last session. The statistical and other information relating to the agricultural interests of the province, collected by the bureau strikingly exhibits the magnitude and importance of these material resources. In the production of cereals, especially it is now ascertained that Ontario holds a foremost place when compared with the most favored regions of this continent. A system which, besides its other objects, provide for annually publishing carefully gathered statistics of the farm, the forest and the factory is a valuable agency for exhibiting the growth and capabilities of the province, and cannot fail to prove of essential service in attracting immigration and wealth from other lands. I notice with pleasure that during the present year there has been a marked increase over last year in the number of immigrants who have become permanent settlers in our province.

I have much gratification in stating that the lumber trade, which always constitutes an important factor in the general welfare and prosperity of the province, has, like as a source of provincial revenue and of profitable industry, been in a satisfactory condition during the year. The year's receipts from timber and from crown lands' sales will probably exceed a million of dollars.

I regret that the federal authorities continue to dispute the title of the province to its northerly and westerly portions, notwithstanding the unanimous award of the arbitrators, which was made and published more than four years ago. Some recent correspondence has taken place on the subject with the federal government, and will be laid before you. The reports of the provincial officer on the condition of the disputed territory, and on the local occurrences of the year, will also be submitted for your information. I commend to your earnest attention the question of the territorial integrity of the province.

You are already aware that the act which was deemed necessary for protecting the public interest in rivers, streams and creeks has again been disallowed by the federal government. The recent decision of the supreme court of Canada, as to the present state of the law, renders some legislation indispensable in the interest as well of the public as of lumbermen and all others whose business requires that they should have the use of our rivers and streams. The subject demands your renewed attention, both in connection with the disallowance of the two acts heretofore passed, and as involving the legislative autonomy of the province.

The revised acts respecting municipal institutions and respecting grand and petit juries, having from time to time received important additions and improvements, bills consolidating the various acts on these subjects will be submitted for your approval.

Bills also for consolidating the public and high school laws will probably be laid before you. I rejoice to state that our educational institutions continue efficient and progressive, and that the scholastic advantages of the province keep pace with its rapid material development.

In pursuance of the policy of passing general laws wherever practicable, for matters which otherwise would have to be provided for by private acts, there will be submitted for your consideration a bill for the construction of street railways in cities and towns; a bill to facilitate the erecting of gas works by municipalities; and a bill to provide public parks where desired by the ratepayers concerned and their municipal representatives.

Among the other measures which are to be submitted for your consideration are: A bill to supply defects in the election laws; a bill relating to the law of insurance; a bill for the inspection of steam boilers; a bill respecting private asylums for the insane; and a bill for simplifying the practice of conveyancing and the law of property.

The reports of the several departments of the public service for the year 188: will be laid before you. Amongst these will be the first annual report of the provincial board of health. I congratulate you upon the advantages which have already attended the creation and appointment of this board; and, from its operations during the year, I venture to hope that the board is destined to prove an efficient instrument in promoting the health, comfort, and well-being of the people.

The report of the license department will show the operation of the license laws during the year. I am glad to observe a determination on the part of our people to resist all attempts to relax the laws for restricting the traffic in intoxicating liquors.

The public accounts of receipts and expenditures in 1882 will be laid before you.

The estimates for 1883 will be presented for your approval, and will be found to be framed with every regard for economy consistent with the efficiency of the public service.

I trust that the labors of this session may be marked, as those of past sessions have been, by wisdom and prudence, and may serve to further promote the prosperity and happiness of our people.

The following new members having taken the oath were introduced: Mr Balfour, member for South Essex, by Mr Mowat and Mr Nelon; Jas Rayside, Glengary, by Hon Mr Pardee and Mr Mack; Mr Rose, West Hastings, by Messrs Meredith and Boulter; Mr McAllister, North Renfrew, by Hon Mr Pardee and Mr Meredith; Mr Drury, East Simcoe, by Hon Mr Pardee and Mr Young; Mr Master, South Waterloo, by Hon Mr Mowat and Mr Young.

After routine business the house adjourned until this afternoon.

The Toronto, Grey and Bruce Railway Possession.

The evidence in the great suit of Wm. Hendrie against the Grand Trunk railway for the possession of the Toronto, Grey and Bruce railway was all taken yesterday. Mr. Hendrie, Mr. E Wragge, Mr. Wm. Ramsay and Mr. Joseph Hickson were examined. Mr. Dalton McCarthy, Q. C., for the Toronto, Grey and Bruce railway, made his argument yesterday afternoon and was followed by Hon. Edward Blake for the Grand Trunk company. Judgment was reserved.

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