

ing Disease.

These diseases are breathed from those affected by them from bad smells; yet women breathe daily the steam from common soaps on their faces, and keep their faces for hours in such solutions, and the clothing from such soap suds worn next the tender skin. No wonder disease and eczema are prevalent! Users of Sunlight Soap—Octagon Bar—know the difference between that and the pure, healthful smell from the vegetable oils and pure edible fats in Sunlight Soap.

The Free Press,
LONDON, ONT.

Wednesday, December 31, 1902.

ONTARIO TO LOSE FIVE MEMBERS.

An Ottawa letter to the Montreal Witness states that under the Redistribution Bill to come before Parliament at its next session, the representation of Ontario will be reduced by five members, or a total of 87 instead of 92. This reduction we are told will be made in Eastern Ontario, which is significant of an attempted gerrymander, since that part of the province counts more Liberal-Conservative members than the western portion. This being the case the threat to wipe out a number of the eastern constituencies at the forthcoming session of Parliament comes in the due order of expected Grit procedure. The Witness letter speaks of the tolerable certainty that Grenville will lose one of its two members. The present district of South Grenville has a population of 12,832. The northern riding is known as Leeds and Grenville North. It has 13,644 people. It will be claimed by the Government that Grenville is not populous enough to have more than one member. Smith's Falls, which was joined with Leeds and North Grenville, will go back to Lanark. It is not unlikely also, that Lennox and Addington may be made a single electoral district. Durham County will be made one instead of being divided into two ridings. Hastings has at present three members, representing 58,319 people. Part of Nipissing belongs to this electoral division, but will be gerrymandered out, so as to reduce the Hastings representation to two members. It is promised (threatened) that one of the Ontarios will also disappear, although the population is 54,295. Victoria and Peterboro may also come in for a pairing under this scheme of curtailment for Ontario and the aggrandizement of the sister Province of Quebec. Bothwell and Cardwell are to be "wiped out" it appears. Cardwell we remember as an old and pretty safe Conservative constituency. Bothwell, after being represented by the Hon. David Mills for three decades, was redeemed by an excellent statesman and a good Catholic, Mr. James Clancy. That is enough. Away with it! Coming to Middlesex, which is of mixed political complexion, there seems to be some hesitancy what to do with it, according to the veracious Ottawa chronicler of the four ridings is "only 78,556," it is quite likely the membership will be cut down to three. All these suggested changes would mean a loss of nine seats. But "no doubt" Kent would get a second member by the wiping out of Bothwell. Dufferin County might qualify for a member of its own. Then it is as good as settled that Algoma will gain a second member. Its population, according to the last census, is 56,590. Muskoka and Parry Sound now form a single constituency, but their population almost warrants the bestowal of a member on each of the two counties. This would leave the net loss of five seats for the province as a whole and yet satisfy some of the points for which the Liberal party has long contended. Just so. Though the writer does not claim for this forecast any degree of accuracy, yet it is on the face of it, apparently inspired.

The above changes will be predicated on the census of 1900. It will be claimed that they have been made necessary by the slow progress in population made by Ontario and the comparatively great headway made by Quebec. It is on the basis of Quebec's population that the representation of the other provinces is regulated. This fact makes the mode of taking the census of 1900 interesting at the present time, and which will doubtless be freely ventilated in Parliament, if the closure is not introduced to shut off the discussion of this point. In reckoning the people of Ontario only those domiciled in the province were taken into account, whereas in Quebec, every mother's son who had gone away and was likely to return any time comprehended by late Creek Katend was entered as a resident, within the meaning of the census. This kind of sharp practice, done with the design apparently of affording a pretext for lopping down the representation of Ontario in Parliament, passed without protest from Mr. G. W. Ross. While the iniquity was in progress, Mr. Ross was drawing a herring across the trail by talking of the wondrous things going on in Algoma. "New Ontario" was the catchword passed round to blind the eyes of old Ontario to the census trick, that was being played upon it. The trick succeeded, and under shelter of the returns sent out by Archie Blue, Ontario will lose at least five of its mem-

bers of Parliament, while Quebec is strengthened by this loss.

Mr. Ross' apathy in this matter should be remembered on Jan. 7th, when the by-elections came off. When he had it in his power, by a timely protest, to preserve Ontario's rights, in the taking of the census, he did not stir a finger, and the province is to be bereft of five of its members of Parliament in consequence.

PRICES OF AMUSEMENT.

Pietro Mascagni, the Italian composer and conductor, has turned to pose the new offer of his American managers, the Mittenhals, to go on with his tour on this continent at a salary of a thousand dollars a week. He will listen to no proposal that will net him less than that sum per night. There is a great deal of sympathy among American managers and people for the maestro in his misfortunes, but he will not accept any relief, except in way of a business agreement to conduct the Thomas orchestra for a brief concert engagement. He has given out a statement at Chicago as follows:—

"I am surprised that the newspapers continue to reiterate that I am in debt, or that I am responsible, directly or indirectly, for the troubles that have come upon me. I am under obligations to no man in the United States or in Europe. My enemies will insist that I am in debt to this country, into which I have come as a stranger. I may be in debt to the people as a whole, but I am not in debt to any one man who has dealt with me in a business way. That which worries me most is the fact that my little children must hear that I am in trouble; that the telegrams from this country must inform them that I have been arrested, though through no conscious fault of my own. I have three children, the oldest of whom is thirteen and the youngest a girl of six. I grieve that they should write to their mother, who is absent from them, and ask, 'What has our papa done in a foreign country that he should be arrested like a common criminal?'"

Many people will think that a thousand dollars a week for a musical director who cannot do more than pay his way in America, a pretty liberal offer, in fact, it is likely to be said that the pleasure afforded by the average run of musical artists of higher pretensions is out of proportion to the fees exacted for admission to their performances. And the same of dramatic representations. Were the prices of admission reduced in many cases by one-half, more people would attend, and more money be made, than where the seats for second and third-class performances are held so high that the house is not half filled.

STILL THE COAL SCARCITY.

The anthracite coal supplies have been again reduced by the miners' Christmas celebrations, extending over three days. Most of the New York dealers say they are from three to four weeks behind in their deliveries, and expect no relief before the end of the week. In view of this scarcity the Health Department of New York city cannot as yet enforce the soft coal ordinance. Indeed, it would not be surprising to see a scarcity of bituminous before the season closes, as there is a rising demand for this coal by the users of anthracite, as a measure of protection. Our city dealers cannot get their ordinary supplies sent along in the quantity required.

The coal situation in the States is so little relieved up to the present time that it is still seriously proposed to ask Congress for power to operate the mines by Government. A Washington dispatch says that Senator Mason will introduce his bill empowering the Attorney-General of the United States to go into court and ask for the appointment of a receiver to take possession of and operate any coal mine that may remain idle for any unreasonable length of time because of a strike. This measure the Illinois Senator has framed in response to the petitions of over 50,000 constituents. He bases the right of Congress to pass such a law on the general-welfare clause of the Constitution, and says the decisions of the Supreme Court have repeatedly sustained this view of the matter. He believes the bill will be passed and can be enforced without difficulty.

A FEEBLE TU QUOQUE.

The Globe goes back four years to find among Conservatives an equivalent for the crimes of the Ross machine, citing the case of money paid by Mr. Wm. Smith, in South Ontario, against the Government influences brought into the riding by Hon. John Dryden. This the Ross organ brings up as an excuse for all the villainies of the Ross machine, in manipulating ballot boxes, personation, bribery and the procurement of perjury. Mr. Whitney and his supporters have never even been accused of complicity in the doings of Mr. William Smith, while the members of the Liberal cabinet have been shown to be the accomplices of these criminals to whom they owed their retention of office. These men are their agents whom they employ, pay, and shield from justice when detected, never having discharged or punished one of them after they had been repeatedly denounced by the judges.

APPLES.

The Canadian apple can stand a good deal of "taffy." To say that one may "go to strange countries and sail the seas over" in search of healthy, appetizing fruit, and yet come back to the Canadian apple with renewed appreciation of its wholesome virtues and delicious qualities, is to speak truly. But will the authority that expounds tell us where the Shows, whose juicy fragrance impelled to so much nocturnal thievery among the boys of—ago, have all gone off to? Heigho! Again, why is it that while our orchards are full to overflowing with apples, red, russet and yellow,

they do not fetch more than thirty cents a bushel, and are not eaten plentifully at night, as they should be?

THE HOSPITAL EMERGENCY.

It is to be added to our remarks on the efficiency of the Victoria Hospital in the late terrible emergency, that no comparison can properly be instituted between the surgical facilities existing when the City Hall accident occurred and at the present, under the reformed arrangements. On the former occasion there was but one operating room. Now there are two, with all requisite and separate appliances. It took six surgeons five hours to operate upon the wounded brought in from Wanstead, from five to ten o'clock a.m., and although all were mangled in a more or less horrible manner, and were brought a journey of forty miles, they passed through the surgeons' hands successfully. Not one succumbed after being attended to. Not so in the former case, which has been brought up for comparison. Were the hospital furnished with one operating room now, as it was then, the time occupied in attending to the injuries would have been doubled. This is only one example of how the institution has been improved. And we repeat that in making such improvements and additions the extra outlay cannot be fairly criticised. It is a sorry spirit which attempts to belittle and deride the splendid work that has been done at Victoria in behalf of suffering humanity.

Mr. Hospital Trustee Purdon in his journal, the Advertiser, cries "Shame" on those who would laud the City Hospital on account of the excellent arrangements made for treating the unfortunate people injured in the railway wreck. But this is to be expected of the Trustee, who tried to prevent the improvements being made, under which such excellent arrangements were possible. Mr. Purdon's furious and indiscreet explosion a year ago over hospital matters aroused the disgust of the electors to such an extent that they squelched his bitter hostility to hospital improvement. It might have been thought this otherwise amiable trustee would take the hint, and "go way back and sit down." But some folks are so stubborn and unimpressible that you may pray them in a mortar and yet will their stubbornness not depart from them. We say the Hospital as it is at present conducted, and for its preparedness to receive the unfortunate people who were injured, in the great emergency, is to be lauded most highly.

It is estimated that 70,000 men and 22,000 horses will this winter attack the forests of Northern New England and the Canadian Provinces. In Maine the harvest for the pulp mills reached last winter the enormous total of 300,000,000 feet. Following are the figures showing the total cut of logs last winter in the three States of Maine, New Hampshire and Vermont, and in the Provinces of New Brunswick and Nova Scotia:—Maine, total cut, 750,000,000 feet; saw logs, 450,000,000; pulp logs, 300,000,000; New Hampshire, total cut, 450,000,000 feet; saw logs, 325,000,000; pulp logs, 125,000,000; Vermont, total cut, 15,000,000 feet; saw logs, 10,000,000; pulp logs, 5,000,000; New Brunswick, total cut, 450,000,000 feet; saw logs, 400,000,000; pulp logs, 50,000,000; Nova Scotia, total cut, 375,000,000 feet; saw logs, 300,000,000; pulp logs, 75,000,000; piling, 25,000,000; grand total, 2,175,000,000 feet; saw logs, 1,575,000,000; pulp logs, 575,000,000; piling, 25,000,000.

La Patrie notices that although the last session of the Federal Parliament was, relatively, brief and unimportant, the bound volumes of the Hansard ran up to 4248 columns of verbiage. And yet at Washington the reports in the Congressional Globe only occupied 4,000 pages, somewhat larger than our own, but printed in much larger type. La Patrie implies that it is the Maritime Provinces and the west which sends certain members who appear to be specially invested with a mission to talk. This is not altogether just, because Ontario provides its due proportion of these purveyors of "words, words, words." But the remedy lies in the hands of Parliament itself. It has long enough been evident that as things are going either the closure will have to be imposed or the common sense of the members will have to agree upon a plan whereby the costly imposition known as the debates in Parliament can be curtailed.

At the Authors' Club in London, Sir Conan Doyle told a story of an English officer who was badly wounded in South Africa, and the military surgeon had to shave off that portion of his brains which still protruded from the skull. The officer got well, and later on in London the surgeon asked whether he knew that a portion of his brains was in a glass bottle in a laboratory. "Oh! that does not matter now," replied the officer, "I have got a permanent position in the War Office."

This story is retold in the London papers with great gusto, as if it had not been an ancient and white-bearded chestnut of the Canadian city service.

HEAVIEST CARS THE SAFEST.

Lighter Coaches Generally Bear the Brunt of a Collision.

"SMOKERS" ARE DANGEROUS TO RIDE IN

Baggage Cars Frequently Receive the Roughest Treatment in a Wreck—An Old Railroader's Advice.

The Cleveland Leader of the 29th inst. says:—"Which car is the safest one to occupy in a railroad wreck?" is a question that has received much consideration at the hands of travellers. The recent railroad wreck on the Grand Trunk at Wanstead, in Canada, in which twenty or thirty persons were killed, has caused a revival of the discussion, especially in the vicinity where railroad wrecks have occurred with alarming frequency during the last year. Railroad men are not among those who discuss this question seriously. The problem to all intents and purposes was solved by them long ago. When a railroad superintendent hears the mere report of a wreck, he can tell, if he knows the

MAKE-UP OF THE TRAIN and whether it was a head-on or rear-end collision, which of the cars received the brunt of the shock. Railroad wrecks in the neighborhood of Cleveland are usually of the rear-end collision or head-on collision variety, and in no case in the last decade have the casualties been heavy. Another kind of wreck is caused by the spreading of rails. There have been three or four of these near Cleveland within the last two years.

"As a general principle it is safe to stick to the Pullman train," is the advice of an old railroader, "and if there are no Pullmans on the train, size up the cars and try to occupy the heaviest of them. Whatever you do, keep out of the smoker."

There are good and sufficient reasons for this advice. The smoker on a train is the most dangerous place of all the cars, as a rule, and is generally at the forward end of the train. If the baggage car happens to be at the rear, the smoker is pinched between two heavy sections, and offering the least resistance, is reduced to kindling wood. The car that baggage car is extra-ordinarily heavy it is bound to suffer in every wreck that has taken place near this city during the last two years the baggage car has borne the

BRUNT OF THE SHOCK and has been the most dangerous car in the train. In the recent Erie wreck at Union street great holes were punched through the bottom of the car, it was dented and its trucks, and was so badly shattered that the trunks and boxes inside were scattered around the wreck. The other cars were not damaged with the exception of some badly smashed window lights. In a wreck on the Big Four near Oberlin a few years ago, the passenger coaches crashed into the baggage car, leaving only the front end of the train. None of the passengers in the coaches behind were seriously injured.

ALL THE CASUALTIES were in the smoker. Other passengers escaping unhurt, have demonstrated the truth of some of the foregoing statements. So evident is it that a weak car between two heavy ones will be the one to be smashed in a wreck that there is a State law preventing railroad companies from placing baggage cars at the rear of a train. An interesting fact in this connection is that rear-end collisions have taken place where the rear car in the train was the smoker. The impact of the blow, was scarcely damaged, while towards the front of the train the smoker was smashed to pieces.

Lieutenant Duvale, of the United States Hydrographic office, has been an interested observer of results in the respect for years past. "So apparent is it that the light cars not only receive the full force of the collision, but are the means of saving the other cars in the train from being wrecked," said he, "that it has been advocated in some States that the baggage cars be compelled to save an empty car on each train which would be sacrificed in case of a wreck. This car would act as a buffer for the others, in case of a collision."

Two Ancient Lessons. Syracuse Post-Standard. Two ancient lessons are imparted by the story of the wreck at Wanstead on the Grand Trunk Railway. One is the extreme hazard, even under the best of conditions, in the business of running both passenger and freight trains on one track under a system that makes it possible for the freight to be shifting its cars to a siding on the time of the express.

The good old system of telegraphic orders to the conductors seems to be still the reliance of the Grand Trunk Railway, and the way it fails to prevent mistakes has been made is indicated by the statement of the Canadian dispatches that a telegraphic message "Stop No. 5," "Stop No. 5," frantically ticked the passenger train when it was discovered that the orders of the freight and the orders of the passenger train conflicted. The nearest chance by the operator at Wanstead, who happened to be staying in his office that day, and who rushed out with a lantern to signal the passenger train, only to hear the crash of the accident half a mile up the track. It is not wise to place complete confidence in these reports. The operator at Wanstead was not in a frame of mind to state with perfect exactness what happened, and it seems inconceivable that an important railway system like the Grand Trunk should rely upon messages to offices supposed to be empty to head off passenger trains about to attempt to pass

freight trains on the same track. But if the reports are correct, the system of railroading of the Grand Trunk is a very poor one indeed, and the cost of the damage suits, however great, will be none too great as the penalty for such folly.

The other ancient lesson taught by the accident is the comparative immunity of Pullman cars from damage by collision. The two Pullman cars on the passenger train escaped injury altogether, and while this may have been partly due to the fact that they were attached to the rear of the train, numerous experiences of the same kind have proved that where the ordinary day coach in a wreck will crumple like kindling wood, the steel frame of the sleeper preserves it and its occupants unharmed.

WORLD-SHAKING EARTHQUAKES. Prof. Milne Lectures on "Seismological Observations and Earth Physics."

In the theatre of the University, Burlington Gardens, Prof. John Milne read a paper before the members of the Royal Geographical Society on "World-shaking Earthquakes," or rather his paper was more accurately styled "Seismological Observations and Earth Physics." He said the chief object of his paper was to point out the character of the information derived from earthquake investigations, which threw light upon the physical nature of the interior of the world, and the geomorphological changes in operation on or near the surface. The earthquakes considered were divided into two groups—first, those which disturbed continental areas, and frequently disturbed the world as a whole; and second, local earthquakes, which usually only disturbed an area of a few miles radius and seldom extended over an area with a radius of 100 or 200 miles. The former class were the result of subterranean operations in the process of rock folding accompanied by faulting and molar displacements of considerable magnitude; while the latter were the result of local settlements and adjustments along the lines of their primary fractures. The relationship between the two classes of earthquakes was, therefore, that of parents and children. The former would be referred to as macroseismic disturbances, or large earthquakes, and the latter as microseismic disturbances, or small earthquakes. With regard to the violent movements of a large earthquake, they gradually changed their character as they radiated, until at a certain distance from their origin, all their existence still remained in evidence had, from time to time, been furnished by astronomers: one M. Nyrén, May 10, 1877, observed disturbances in the level on the axis of the transit of Pulkova. This was attributed to an earthquake which had occurred at Iquique. Mr. Nyrén also referred to other disturbances of level observed at Pulkova to distant earthquakes. It was not unlikely that every large earthquake might, with proper appliances, be recorded at any point on the land surface of the globe. When a large earthquake took place, it seemed to propagate a series of waves all through the world, and in all directions over its surface. The first movements passed through a diameter of the earth in about twenty-two minutes, which implied an average velocity of about 8.6 kilometres per second. These movements were compressional in character. The second phase of motion, and forming the principal of a seismic wave, were the larger waves. Their average period varied between fifteen and thirty seconds, but periods exceeding sixty seconds had been observed. He inclined to the opinion that the movement was of an undulatory character—like an ocean swell. Contrary observations supported a surface undulation. He declared that it was easy to measure the difference in time between the arrival of preliminary tremors and large waves of motion.

There is no doubt that there was a relationship between the distribution of the origins of large earthquakes and the pronounced irregularities on the surface of the earth. Where steep slopes existed on the shores of all quarters of the world, the large earthquakes originated. When a world-shaking earthquake took place, and the origin was submarine, they occasionally got evidence that it had been accompanied by the bodily displacement of very large masses of material; and a long series of such cases were quoted between 1682 and 1899. Illustrations of the relationship between sudden movements in rock-folds and displays of volcanic activity were to be found in the eruptions in the West Indies, and the large earthquakes which had occurred in that region. The Antillean Islands were one of unusual instability, and, in consequence, to adjustments in neighboring folds. There were about 20,000 small earthquakes every year throughout the world, but these did not give rise to serious disturbances, though they affected an area varying from ten miles to several hundreds of square miles. He urged, in conclusion, the utility and importance of making observations all over the world.—London Standard.

Martha—"That horrid Mr. Roamer kissed me in the hall last night." Constance—"You don't mean it! How did it happen?" Martha—"It was pitch dark in the hall." Constance—"Ah, I see. That accounts for

Eating Became a Dread. HOW MANY PEOPLE ARE ALMOST AFRAID TO SIT DOWN TO THEIR MEALS? YOU MAY BE ONE OF THEM. IF YOU ARE, THERE IS A CURE FOR YOU.

BURDOCK BLOOD BITTERS CURES INDIGESTION, DYSPEPSIA, BILIOUSNESS, SORE, WEAK AND ALL STOMACH TROUBLES.

Mr. J. G. Chinn, Barney's River, N.S., tells of what this wonderful remedy has done for him:—"It is with gratitude that I can testify to the wonderful curative powers of B.B.B. I was so badly troubled with indigestion that whatever I ate caused me so much torture that eating became a dread to me. I tried numerous physicians, but their medicines seemed to make me worse. I thought I would try B.B.B., so got a bottle, and after taking a few doses felt a lot better. By the time I had taken the last of two bottles I was as well as ever, and have had no return of the trouble since. I recommend your medicine to the highest degree. B.B.B.s for sale at all dealers."

Men's Scotch finish Wool Shirts and Drawers, regular 50c for 30 cents. Not many garments left. Heavy, warm, well made, all wool Sox, Sizes 10½ and 11 inch. Regular 30c, for 20c.

REMOVAL SALE.

A Reality, Not a Humbug.

Before going back to our New Warehouse, we are desirous of clearing out all of our stock possible. To accomplish this further serious reductions in every department at

Kingsmill's

Remember there is considerable of the best goods of the bankrupt stock of Runians, Carson & McKee, which amounted to \$67,460.00, and was bought at 55 cents on the dollar, which must be sold.

Time is Short; Inducements Are Great.

Dress Goods.

Zibelines, Homespuns, Tweeds, 44 inches wide, regular price 50c,

TO-DAY AT KINGSMILL'S, 20c.

42, 44, 46, 54 inches wide all-wool foreign-made goods—Fey Mixtures, Cheviots, Box Cloths, Venetians, Velours, Serges, Foulies, Amazons, Fancy Boucle, Bright Black Lustres, Canvas Cloths, Friezes.

'Tis the Last Call. All Must Go.

The prices have been 75c, \$1.00, \$1.25. The selling of dress goods has been enormous. The last and the best.

To Clear all of These Oddments, 35c Yard.

Fancy Cloakings, Fawn Beavers, Cardinal Beavers, Black Beavers, Astrachans, Blue Beavers, regular \$1.50,

TO CLEAR, \$1.00 PER YARD.

Cold Weather Goods.

See those grand blankets. Only about fifty pair left. One of the plums. That large, heavy blanket Regular price \$4.00.

TO CLEAR \$3.00 PAIR.

One of those heavy, warm, handsome

Cloaks.

Nicely trimmed. The prices have been from \$12.00 to \$20.50.

TO CLEAR \$2.00.

Just think of the price. A German-made long Coat for \$2.00. It is giving them away.

A Cardigan Jacket.

English made, heavy, a nice brown color. The price has been \$1.50.

TO-DAY 75 CENTS.

A HAT,

A CAP,

A PAIR OF GLOVES,

A NECKTIE,

A NICE SILK HANDKERCHIEF,

A MUFFLER,

A PAIR OF BRACES.

Some at Half Regular Price.

Men's Scotch finish Wool Shirts and Drawers, regular 50c for 30 cents. Not many garments left.

Heavy, warm, well made, all wool Sox, Sizes 10½ and 11 inch. Regular 30c, for 20c.

Kingsmill's

Giving-Away Sale Before Returning to Our New Warehouse.