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TWENTY-FIRST YEAR — TEN PAGES—FRIDAY MORNING DECEMBER 21 1900—TEN PAGES — ONE CENT

Senate Rds Room

THE HAY-PAUNCEFOTE TREATY PASSES SENATE AS AMENDED

If Ratified by the Governments of the United States and Great Britain the Clayton-Bulwer Convention is Superseded—Military Police, but No Fortifications.

Washington, Dec. 20.—After spending the greater part of the past fortnight in considering the Hay-Pauncefote treaty for the modification of the Clayton-Bulwer convention of 1850, the Senate to-day consumed only one hour and ten minutes in amending it and ratifying it as amended. During this time there were six roll calls, and several viva voce votes. The first five of the roll calls were on amendments offered by individual Senators, and the last one on the resolution to ratify the treaty as amended. All the amendments, except those offered by Senator Foraker and reported by the Committee on Foreign Relations, were voted down by majorities averaging about 19. The ratification resolution was adopted by a vote of 55 to 18.

The Executive Session.

The Senate was in executive session for about an hour before the time for voting arrived, listening to speeches by Senators Thurston, Gallinger, Wolcott and Bard, explanatory of their attitude. All the amendments suggested having been acted upon, and those of the committee adopted, Senator Allen asked for the reading of the treaty as amended. This request was complied with, and the vote was taken on the treaty itself.

Text of the Treaty.

The amended treaty is as follows:

The United States of America and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, being desirous to facilitate the completion of a ship canal to connect the Atlantic and Pacific Oceans, and **to that end to remove any objection which may arise out of the convention of April 19, 1850, commonly called the Clayton-Bulwer treaty,** to the construction of such canal under the auspices of the Government of the United States without impairing the "general principles" of neutralization established in Article VIII. of that convention, have for that purpose appointed as their plenipotentiaries the President of the United States; John Hay, Secretary of State of the United States of America, and Her Majesty the Queen of Great Britain and Ireland, Empress of India, the Right Hon. Lord Pauncefote, K.C.B., G.C.M.G., Her Majesty's Ambassador Extraordinary and Plenipotentiary to the United States, who, having communicated to each other their full powers, which were found to be in due and proper form, have agreed upon the following articles:

Right of Construction.

Article 1. It is agreed that the canal may be constructed under the auspices of the Government of the United States, either directly at its cost, or by gift or loan of money to individuals or corporations, or thru subscription to or purchase of stock or shares, and that, subject to the provisions of the present convention, the said Government shall have and enjoy all the rights incident to such construction, as well as the **exclusive rights of providing for the regulation and management of the canal.**

Principle of Neutrality.

Article 2. The high contracting parties, desiring to preserve and maintain the "great principle" of neutralization, established in article VIII. of the Clayton-Bulwer convention, **which convention is hereby superseded,** adopted as the basis of such neutralization the following rules, substantially as embodied in the convention between Great Britain and certain other powers, signed at Constantinople Oct. 18, 1888, for the free navigation of the Suez Maritime Canal, that is to say:

(1) The canal shall be free and open in time of war, as in time of peace, as to the vessels of commerce and of war of all nations, on terms of entire equality, so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise.

No Blockade Allowed.

(2) The canal shall never be blockaded, nor shall any right of war be exercised, nor any act of hostility be committed within it.

War Vessels Shall Not Revictual.

(3) Vessels of war of a belligerent shall not revictual nor take any stores in the canal, except as far as may be strictly necessary, and the transit of such vessels thru the canal shall be effected with the least possible delay, in accordance with the regulations in force, and with only such intermission as may result from the necessities of the service. Prizes shall be in all respects subject to the same rules as vessels of war of the belligerents.

Only in Case of Accident.

(4) No belligerent shall embark or disembark troops, munitions of war or warlike materials in the canal, except in case of accidental hindrance of the transit, and in such case the transit shall be resumed with all possible despatch.

Applies in Three-Mile Limit.

(5) The provisions of this article shall apply to waters adjacent to the canal, within three marine miles of either end. Vessels of war of a belligerent shall not remain in such waters longer than 24 hours at any one time, except in case of distress, and in such case shall depart as soon as possible; but a vessel of war of one belligerent shall not depart within 24 hours from the departure of a vessel of war of the other belligerent.

Where They Do Not Apply.

It is agreed, however, that **none of the immediately foregoing conditions and stipulations in sections number one, two, three, four and five of this article shall apply to measures which the United States may find it necessary to take for securing by its own forces** the defence of the United States and the maintenance of public order.

Plant to Enjoy Immunity.

(6) The plant, establishments, buildings and all works necessary to the construction, maintenance and operation of the canal shall be deemed part thereof, for the purpose of this convention, and in time of war as in time of peace, shall enjoy complete immunity from attack or injury by belligerents, and from acts calculated to impair their usefulness as part of the canal.

No Fortifications, But Military Police.

(7) No fortifications shall be erected commanding the canal or the waters adjacent. The United States, however, shall be at liberty to maintain such military police along the canal as may be necessary to protect it against lawlessness and disorder.

Will Have to Be Ratified.

Article III.—The present convention shall be ratified by the President of the United States by and with the advice and consent of the Senate thereof, and by Her Britannic Majesty, and the ratification shall be exchanged at Washington and London within six months of date thereof, or earlier, if possible.

In faith whereof the respective plenipotentiaries have signed this convention and thereunto affixed their seals.

Done in duplicate at Washington the 5th day of February, in the year of our Lord one thousand nine hundred.

John Hay,
Pauncefote.

The Yeas and Nays.

The roll call is as follows:

Yeas—Aldrich, Allison, Bacon, Beveridge, Burrows, Carter, Chandler, Clay, Cullom, Deboe, Dillingham, Elkins, Fairbanks, Foraker, Foster, Frye, Gallinger, Hale, Hanna, Hansbrough, Harris, Hawley, Hoar, Jones (Nevada), Kean, Kenny, Lindsay, Lodge, McBride, McComas, McCumber, McEnery, McLaurin, McMillan, Mallory, Morgan, Nelson, Penrose, Perkins, Pettus, Platt (N. Y.), Pritchard, Proctor, Quarles, Scott, Shoup, Spooner, Stewart, Sullivan, Taliaferro, Thurston, Turner, Warren, Wetmore, Wolcott—55.

Nays—Allen, Bard, Bate, Berry, Butler, Cockrell, Culberson, Daniel, Heitfeld, Martin, Mason, Money, Pettigrew, Teller, Tillman, Turley, Vest, Wellington—18.

AMERICAN BRIDGES FRAIL

Sir Alfred Hickman Speaks Against Steel and Iron Imports From United States.

TWENTY COLLAPSE EVERY YEAR.

British Builders Do Not Believe in Economy at the Expense of Stability.

London, Dec. 20.—An agitation to bar American manufacturers from securing bridge and railway contracts from the British Government has been begun by Sir Alfred Hickman, M.P., a prominent steel maker of Wolverhampton and former president of the British Iron Trade Association.

Sir Alfred maintains that much of the steel and iron exported from the United States is of inferior quality and that American made bridges are of faulty construction. He has furnished the Foreign Office with statistics showing that on an average 20 bridges in the United States break down every year, and urges the necessity of a rigid inspection of the great viaducts and trestles which American engineers have recently put up in Burmah, Uganda and the Soudan.

In an interview yesterday Sir Alfred said: "There is one striking contrast between the British and American bridge builders. We expect bridges to last, regardless of the cost. The Americans proceed on the theory that they have done their work when they have built bridges to answer the purpose for the least possible amount of money. We do not believe in economy at the expense of stability."

ENGINEER M'FAUL DEAD.

Heart Failure Took Off an Old Employe of Deseronto Nav. Co.

Deseronto, Dec. 20.—Michael J. McFaul, engineer of the tug Rescue, dropped dead on the boat at 3 p.m. to-day. Heart failure is given as the cause of death. Mr. McFaul had been employed by the Deseronto Navigation Company as engineer for over 20 years. His home was in Kingston.

FAVORS GOVERNMENT OWNERSHIP

At last night's meeting of the North Toronto Liberal Club in Cumberland Hall, Mr. L. Herd, Q.C., delivered a speech of some length, in which he expressed himself as being in favor of Government ownership of railways. He contended that if the railway was to be extended into New Ontario it should be owned and run by the Ontario Government. He told, also how in New Zealand the Government operated the railways and made money out of them, besides giving a cheaper rate to the public than could otherwise be had if they were controlled by corporations.

Try our Native Wine, 90c per gallon. Dan Fitzgerald, 105 Queen St. West.

Save money and at the same time get the genuine article. Direct importation of sterling silver cut glass and ebony toilet requisites. Bingham's Pharmacy, 100 Yonge-street. ed7

Cook's Turkish Baths, 204 King W.

MURDER CASE AT OTTAWA

Man Nearly 80 Years of Age Now in Jail Charged With Killing His Neighbor Aged 36.

THE MEN'S WIVES WERE FIGHTING

And the Husbands Were Drawn Into the Melee—Death Caused by Stabbing.

Ottawa, Dec. 21.—Emery Corisse, nearly 80 years of age, was arrested early this morning and taken to the police station on a charge of murder. He is charged with murdering Joseph Laurencelle, 36 years of age. The victim is lying dead at the morgue. Both were married men and lived at the old canteen building on the Rideau Rifle Range. There are three families and one or two borders living in the building. There was a quarrel in the house, and it is said that they were drinking. Corisse, who admits stabbing Laurencelle, says he did so in self-defence, because the latter attacked him with a chair. It appears that Laurencelle's wife and Corisse's wife were fighting, and the old man ran to his wife's assistance, when he was attacked with a chair by Laurencelle. Corisse says that it was then that he struck Laurencelle with his knife, which he had in his hand cutting tobacco. The prisoner takes his arrest quietly. He says he did not intend killing Laurencelle.

Patents.—Fetherstonhaugh & Co., King-street West, Toronto, also Montreal, Ottawa and Washington.

Germany Census Returns.

Berlin, Dec. 20.—The census shows 33 German cities, with populations exceeding 100,000, whose aggregate, including Essen, is 9,077,034, or an increase of 1,151,382 since 1895. The rapidity of the returns is due to the use of electrical tabulating machines, invented by Dr. Hollerith of Washington.

Smokers' presents, Alive Bollard's Smoking Mixture.

My Dear Boy!

"Young man," she said, "have you been worrying about what you should buy Mabel? Well, I'll tell you something you would not likely light on, a pair of fur lounging slippers. They're quite the newest thing in Paris, and Dineen has them, any size, in countless varieties.

Smokers' presents, Cigar Cases—Alive Bollard.

85 Christmas Hampers.

Christmas hampers, containing six bottles, according to choice, of brandy, Scotch, Irish and Canadian whiskey, gin or rum, port and sherry, claret, Sauternes and Burgundy. Mara's, 79 Yonge-street. Phone 1708. 3456

Smokers' presents, Handsome Pipes—Alive Bollard.

Suitable Xmas Presents.

Fancy goods in great variety, smah, dainty water colors, Cloisonne enamels, this afternoon at 2.30, by auction, C. J. Townsend & Co.

Pember's Turkish Baths, excellent sleeping accommodation, 127 Yonge.

Not Altogether Unusual.

The Attorney-General's Department has received a protest from a coroner's jury in the Township of Proton, County of Grey. An old man named Patrick Ryan, a resident of the township for 26 years, fell some time ago and broke his back, and to escape expense the township had him committed to jail, where he was looked after by some of the prisoners until he died. The jury claim the township's action is illegal, because the law says that a person who has been residing in a municipality for over two years must be provided for.

WHO FIXED KRUGER'S TEETH?

A Young Canadian Dentist Practising in Paris Was the Surgeon Employed.

Montreal, Dec. 20.—(Special.)—Dr. Rykert, who was recently summoned from Paris to Holland to attend to some dental work for ex-President Kruger, is a young Canadian who has achieved marked success in Paris as a surgeon dentist.

Probably the Boer-President had not the faintest suspicion that he was placing his mouth, so to speak, in the hands of a British subject and worse still, of a Canadian.

It shows that, go where he will, the Boer leader cannot get away from the hated Briton. Dr. Rykert is a native of Dunham, Missisquoi County, Que., his father being Asa Rykert, one of the most substantial farmers of the county. The son, Dr. Archie Rykert, studied dentistry at the American Universities and after completing his course traveled in Europe.

He finally settled in Paris, where he has been practising his profession for several years. His position with the dental profession of the French capital is indicated by the fact that he was elected to try Kruger's nerves in the dentist's chair.

Mr. T. H. Preston, M.L.A. of Brantford, waited on Premier Ross yesterday in connection with a grant for a new Technical School, which is to be started at Brantford. Mr. Preston asks the Government to give a grant equal to the one given to the Kingston Technical School.

An Aged Resident Gone.

The death occurred yesterday morning of Mrs. W. H. McConnell, an old resident of this city, at her late residence, 104 Agnes-street. Deceased leaves two sons, Messrs. John and William McConnell.

TO HEW OUT FOR THIS NATION NEW AVENUES OF ADVANCEMENT.

Sir Charles Tupper Thus Outlines the Duty of the Conservative Party, Which Is Really the Progressive Party—Hugh John's Tribute and Dr. Roche's Advice.

Winnipeg, Dec. 20.—(Special.)—At the banquet to Sir Charles Tupper last night he was tendered a great reception. In his speech Sir Charles said it now remained for the Conservative party to hew out for this nation new avenues of advancement, and not to rest on their past laurels. By a progressive policy they could show the world that, while the Liberals were fit for nothing but to steal other people's clothes, the Conservative party was the one which could teach them volumes in the art of statesmanship. [Applause.] Let them therefore, develop a new policy, and go on to show Canada that, while the Government could do nothing but devise peanut politics, the Opposition, as of old, were really the nation's builders. [Applause.]

In conclusion he thanked the guests for their patient hearing, and assured them that from his quiet retirement he would watch with interest the career of that great party, with whose principles his life had been interwoven. [Applause.]

Hugh John's Tribute.

Hugh John Macdonald, the next speaker, paid a high tribute to the great service rendered to Canada and the Empire by Sir Charles Tupper when, as leader of the Opposition, he had forced the Government into sending aid to the Mother Country, against the wish of the Premier and some, at least, of his colleagues, who had declared in The Globe that such an action on the part of Canada was not warranted by the Militia Act. Had it not been for the noble action of Sir Charles at that time, Canada would have been eternally disgraced in the eyes of the Empire. In conclusion Mr. Macdonald hoped that their aged guest would long enjoy the blessings of health and peace in his retirement, which all regretted, and long live to give the benefits of his counsels to the great Conservative party. [Applause.]

Dr. Roche Says Go Ahead.

Dr. Roche, M.P., altho he deplored the defeat of the party at the election, thought that the due time of mourning was now past, and that every man should buckle on his armor once more to stand by those great principles by which they had always stood, and not only to see but to devise a new policy to suit the new conditions of the country. There was no use resting upon old laurels, but the party should go ahead and do as great deeds in the future as in the past.

WEST POINT HAZING CASES.

A Mass of Evidence Was Got Thru With Yesterday and More is to Follow.

ONE WITNESS SAW BOOZ "BRACED."

Medical Evidence Showed That He Was Only Off One Day From Illness.

West Point, N.Y., Dec. 20.—The military court of enquiry, composed of Gens. Brooke, Bates and Clous, got thru a mass of evidence to-day, and to-morrow the cadets of the first class, among whom are Frank Keller, who fought Booz, and some of the men who saw the contest, will be examined. The court expects to have all the evidence collected by Saturday evening, but, judging from the large number of witnesses expected to be called, there may possibly be an adjournment until after the holidays.

The Breth Case Taken In.

The name of a former cadet, John E. Breth of Altoona, who, it is alleged, died 18 months ago, as a result of brutal hazing at the West Point Military Academy, was associated with that of Oscar L. Booz at the enquiry to-day. Rev. Father O'Keefe, the Catholic pastor here, who was personally interested in Breth, testified that the young man never complained to him of his hazing, but rather seemed to look on it as mere fun. Breth was discharged in January, 1898, for deficiency in his studies.

Medical Records Produced.

The medical records were produced, and they showed that Breth was in the hospital twice, first for a week, when he was treated for external hemorrhoids; for the second time for 24 hours, suffering from a light fever. He was treated another time in his own room for acute indigestion, and, in consequence, was excused from sections for one day.

Superintendent Mills emphatically denies that Breth was injured while here, and said to-day that assertions to that effect were absolutely false.

The medical records show that Cadet Booz was excused from one drill, while suffering from acute diarrhoea, and this is the only time which he seems to have been treated for any trouble while at this post.

Saw Booz "Braced."

One of the witnesses to-day said he had seen Booz "braced," and then said he had heard Booz frequently told "to blow the foam off himself." Booz was seen to take three drops of hot sauce by Cadet Bull, and this young man also testified that some of the fourth class men filled the pepper sauce bottles with tomato catsup, so as to deceive the upper class men.

Booz Treated for Lung Trouble.

Cadet Cowles of Kansas, who knew Booz in a preparatory school near Philadelphia, told the court that Booz was being treated by a local physician for some lung trouble, and was also taking exercises for expanding his chest the year prior to his admission to the West Point Academy.

Statement Refuted.

In refutation of the statement made by Cadet Booz's father, Congressman Phillips of Cleveland, Ohio, sent a telegram to Superintendent Mills of the Academy, denying that he ever came to West Point for being hazed.

This was submitted to the court, and by direction of the court it was attached to the record.

JURY WILL MEASURE SPACE

Between Cab of Engine 931 and the Bridge Supports Near Scarboro.

ENGINEER RICHARDSON'S DEATH

Evidence of G.T.R. Employes Shows Distance to Be Considerably Less Than Two Feet.

The investigation into the circumstances surrounding the death of G.T.R. Engineer Frederick Richardson, near Scarboro, on Dec. 13, was continued before Coroner Britton and a jury, in East Toronto Fire Hall, last night, and early this morning a further adjournment was made until next Wednesday. Deceased was highly respected, and many of his friends attended the inquiry.

Richardson met his death in a tragic manner. He put his head thru the cab window of his engine, and was struck by a pillar which supported a bridge, thereby receiving a compound fracture of the skull.

The efforts of the Coroner, the jury and the legal gentlemen last night were directed mainly to finding out the space that intervened between the cab window and the bridge support, and if deceased was doing his duty, and his regular work by leaning out from the cab.

Jury Will Measure It.

As to the former question, calculations, from the evidence of Grand Trunk employes showed that the distance was at least 23½ inches, but the jury appointed a committee to go down on the engine and get the exact measurement.

The Grand Trunk was represented by W. Pope of Belleville, and Irin Standish appeared on behalf of Mrs. Richardson.

Story of the Fatality.

Thomas McCabe was fireman on Richardson's engine when the fatality occurred. He testified that when the train was nearing the second overhead bridge, east of Scarboro, Engineer Richardson noticed that the tender brake was making a peculiar noise, and put his head out of the cab window to ascertain the cause. It was his duty to do this, and he was engaged in his regular work. A moment or so after he put his head out, he was struck by the timber that supports the bridge.

"How far was he out?" asked the Coroner.

"His head and one arm were outside the cab; the other arm was inside," replied the witness. Richardson was looking downwards and backwards when he was struck, and he was not out any farther than any other man would have been, doing the same work. It was Richardson's first trip on that engine.

Asked About Other Accidents.

Foreman Ormerod: "Have you ever heard of a similar accident?"

The Witness: "Only by hearsay."

Frederick Tiffin, East Toronto, a brakeman, was on the top of the train about 12 or 14 cars from the engine. He saw Richardson looking out of the cab window and saw his hat knocked off. He had never heard of a similar accident.

Dr. Walters, who made the post-mortem, said that Richardson had been in a perfect state of health. Death was due to fractures of the skull.

On an Extra High Car.

Conductor William Terry said the G.T.R. warns the men by circular to be careful of bridges, but they were "all safe now."

A juror: "Have they raised that bridge where a brakeman was hurt near Scarboro?"

Witness: "No. He was on an extra high car."

Contradicted the Fireman.

Nelson Whitsel, Belleville, road foreman of engines, was on the train when the accident happened. He testified that Richardson could not see the brake of his tender from the cab window. This was in contradiction to the evidence offered by Fireman McCabe. He described the bridge and the engine. There is a curve at the bridge and one rail is lower than the other, towards the pillar. Witness admitted that this would cause the engine to lean in that direction, but he would not admit that it brought the cab closer to the pillar.

Curve Makes a Difference.

Francis Morrison, foreman of bridges and buildings between York and Cornwall, described the bridge, the engine and the tracks, and it was from his figures that the calculation of 21¾ inches, as the space between the engine and the post, was made. He said the difference on the level on the curve would bring the cab window two inches nearer to the post.

Coroner Britton said he wanted the engine No. 931 to go down to the bridge and have the measure taken by the jury. Mr. Pope objected, but Foreman Ormerod said that the jury proposed to have the coroner's suggestion carried out.

The best value in Toronto—our Old Rye, 65c per quart. Dan Fitzgerald's

Gifts to Smokers.

For 25c: A briar pipe, English rubber pouch, six good cigars, a nice cigar case. For 50c: A French briar pipe, with German silver mounts, a leather cigar case, ¼-lb. tin of Old Chum or T. & B. smoking tobacco. For $1.00: Briar pipes in cases, box of 50 cigars, pound of Jamieson's smoking mixture, box of 10 picked Havana cigars. We are selling Boston, El Padre "Needles" and La Fortuna 10c cigars for 6c. Philip Jamieson, at the Rounded Corner.

Pember's Turkish Baths, 127 Yonge-st.

A Charming Gift.

A lady always appreciates a box of flowers, a palm or fern as a Xmas gift. Nothing is more acceptable, and Dunlop's name on the parcel assures her they are the best. Visit our showrooms, 5 King-street west and 445 Yonge-street.

Try English Chop House Quick Lunch

Headache Cured While You Wait.

Bingham's stimulating headache powders are not depressing. Money refunded if they fail, 25 cents for a box of 12. Bingham's Pharmacy, 100 Yonge-street. ed7

E.R. Case, patents procured, Temple Bldg

RAILWAYS' OFFICIAL FAMILY BANQUETED CHARLES M. HAYS.

General Manager Reeve of the G.T.R. Was in the Chair—Many Men Prominent in Railroad Life Present—A Handsome Presentation Was Made.

Montreal, Dec. 20.—This evening at the Windsor Hotel a farewell dinner was tendered to Mr. Charles Melville Hays by the official family of the Grand Trunk and the Central Vermont Railway. The occasion was Mr. Hays' retirement from the management of these properties to accept the presidency of the Southern Pacific Railway.

The dinner was served in the Windsor's best style and took place in the ladies' ordinary at 7.30. Mr. George R. Reeve, second vice-president and general manager of the Grand Trunk system, occupied the chair and, after doing justice to the excellent menu that was served and the usual patriotic tastes having been drunk, Mr. Reeve proposed the toast of the evening, "Our Guest," in well chosen and happy remarks, which were replied to feelingly by Mr. Hays.

The speeches were of an informal character, the dinner partaking of the nature of a family gathering. There were interchanges of happy thoughts and many references to the high esteem in which Mr. Hays was held by all. General regret was expressed at his severing his connection with the Grand Trunk.

Regrets were received from Governor Smith, president of the Central Vermont Railway for his inability to be present, having left for a winter's sojourn in Italy.

The list of gentlemen present was: A. E. Beckett, Montreal; G. T. Bell, Montreal; John Bell, Belleville; David Brown, Chicago; J. Bryce, Montreal; A. Butze, Montreal; Charles Clarke, Detroit; W. Cotter, Detroit; S. W. Cummings, St. Alban's; J. J. Cunningham, H. G. Elliott, Montreal; L. J. Ferritor, St. Thomas; B. H. Fitzhugh, St. Alban's; W. P. Fitzsimmons, Detroit; J. H. Hanna, Hamilton; G. H. Hanna, Montreal; C. A. Hight, Portland; Joseph Hobson, Montreal; F. A. Howe, Chicago; Dr. Hutchison, Montreal; J. E. Dalrymple, St. Alban's; W. E. Davis, Montreal; C. E. Dewey, Stratford; M. C. Dickson, Toronto; F. W. Egan, Toronto; Prof. McLeod, W. McWood, Montreal; E. W. Meddaugh, Detroit; F. W. Morse, Montreal; J. H. Muir, Detroit; D. O. Pease, Charles Percy, Henry Phillips, N. J. Power, John Pullen, Montreal; J. E. Quick, Toronto; A. F. Read, George B. Reeve, Montreal; M. M. Reynolds, St. Alban's; A. E. Rosevear, Montreal; R. H. Ingram, St. Alban's; G. C. Jones, R. S. Logan, J. W. Loud, F. H. McGulgan, W. H. Rosevear, Frank Scott, Montreal; C. E. Seoule, St. Alban's; M. C. Sturtevant, Montreal; W. R. Tiffin, Allandale; G. W. Vaux, Chicago; W. Wainwright, H. W. Walker, F. J. Watson, Montreal; A. White, Toronto; C. M. Wilds, St. Alban's; H. A. Woods, Detroit.

During the evening a diversion from the ordinary orthodox dinner was made and Mr. Hays was presented with a beautiful souvenir in the shape of a handsome album. Mr. Davis was called upon to make the presentation, supplemented by suitable expressions from Mr. Wainwright.

The leaves of the album are 11 by 14 inches, made of 16-ply cardboard, covered with old English antique cloud grey paper, the edges gilded.

The first page of the album bears a beautiful engrossed inscription, which reads as follows:

From the official family of the Grand Trunk and Central Vermont Railway systems.

To Mr. Charles Melville Hays.

On his retirement from the management of these properties to accept the presidency of the Southern Pacific Company. December, 1900.

OMAHA 'CHARLIE ROSS' BACK

Abductors Wrote Cold-Blooded Letters to the Millionaire Father and He Paid.

SAID THEY WOULD BLIND HIS SON.

Young Cudahy Gives a Clear Account of What Happened to Him, But Kidnappers Are Free.

Omaha, Dec. 20.—Millionaire Cudahy paid $25,000 as a ransom for his son Edward, who was abducted by kidnappers last Tuesday night, and the boy was brought home at 1 o'clock this morning. The kidnappers were very wary and no trace of them has been obtained.

Cold-Blooded Letters.

The first letter that the kidnappers sent to Mr. Cudahy has been published; the second reads:

"Omaha, Dec. 18, 1900.

"Mr. Cudahy,—We have kidnapped your child and demand $25,000 (twenty-five thousand dollars) for his safe return. If you give us the money the child will be returned as safe as when you last saw him, but if you refuse we will put acid in his eyes and blind him, when we will immediately kidnap another millionaire's child that we have spotted and demand $100,000, and we will get it, for he will see the condition of your child and realize the fact that we mean business and will not be monkeyed with or captured.

"Get the money, all in gold, $5, $10 and $20 pieces; put it in a white wheat sack; get in your buggy alone on the night of Dec. 19, at 7 o'clock p.m., and drive south from your house to Centre-street; turn west on Centre and drive back to Ruzer's Park, and follow the paved road towards Fremont. When you come to a lantern that is lighted by the side of the road, place the money by the lantern and immediately turn your horse around and return home.

"You will know our lantern, for it will have two ribbons, black and white, tied on the handle. You must place a red lantern on your buggy, where it can be plainly seen, so we will know you a mile away. This letter and every part of it must be returned with the money and any attempt at capture will be the saddest thing you ever done.

"If you remember some 20 years ago, Charley Ross was kidnapped in New York City and $20,000 ransom asked. Old man Ross was willing to give up the money, but Burns, the great detective, with others, persuaded the old man not to give up the money, assuring him that the thieves would be captured. Ross died of a broken heart, sorry that he allowed the detectives to dictate to him.

"This letter must not be seen by any one but you. If the police or some stranger knew its contents they might attempt to capture us, altho against your wish, or some one might use a lantern and represent the wrong party, thereby securing the money, and this would be as fatal to you as if you refused to give up the money. So you see the danger if you let this letter be seen.

"Mr. Cudahy, you are up against it, and there is only one way out. Give up the coin. Money we want, and money we will get. If you don't give us the money we will, for he will see that we mean business, and you can lead your boy around blind for the rest of your days, and all you will have is the 'copper' sympathy. Do the right thing by us and we will do the same by you. If you refuse, you will soon see the saddest sight you ever seen."

A third letter read:

"Wednesday, Dec. 19.—This night on never. Follow these instructions and no harm will befall you or yours."

Mr. Cudahy took counsel with his family and friends, and decided to comply with the requests of the villains. The result is that he is out $25,000, and in his son.

Young Cudahy's Story.

When young Edward Cudahy arose this morning he was questioned concerning the circumstances of his disappearance, and told the following: He said that he was in from of Gen. Cowin's house, just across the street from his own home, on his way back from the Rustin residence, Tuesday evening, when two men approached him. One of them stepped up to him and said: "We are sheriffs from Sarpy County and arrest you as Eddie McGee, who escaped from the Reform School."

Knew the Conductor.

The lad replied that he was not the mythical Eddie McGee, but his captors said that he would have to be identified. They placed him in a buggy and drove to Thirty-Sixth-street and thence south to Leavenworth-street. As they approached Leavenworth-street a motor car passed them. The lad recognized the conductor and said to his captors: "There is a man who knows me; he can identify me."

Blindfolded Him.

But the captors immediately blindfolded him and whipped up the horse. The lad thinks they crossed Leavenworth-street and drove in a southwesterly direction. Presently they came to a house, which, in the opinion of the lad, is somewhere in the southwestern part of South Omaha. Young Cudahy was taken from the buggy and placed in a room, and chained to the floor. He remained there all night and the next day. His hands were tied and the chains on his feet prevented him from getting a good view of his surroundings, even after the blindfold had been removed. He knows, however, that he was in an empty room and that the blinds on the windows were closed.

One From Mexico.

On the trip to the place of imprisonment the men, he says, talked a little about themselves. He gathered from them that there were six in the gang. One of the men came from Mexico recently, and was an expert in the kidnapping business.

Planned for Four Months.

After the mysterious house was reached one man guarded him during a greater portion of the day. The second man was in and out of the room at intervals. From a conversation between the abductors and himself the young man learned that the abductors had been seeking to abduct one of the girls of the family, and had been planning this for four months.

How He Got Home.

At night, for some unknown reason, the men released young Cudahy from his chains and said: "We are going to take you home." Then they led him to a hack. He was driven rapidly thru the darkness to Thirty-Seventh and Leavenworth-streets, where he was allowed to leave the carriage. From there he walked home, arriving here shortly after 1 o'clock in the morning. The bandits made no explanation to him why they gave him his freedom.

THEY HAVE ALL SIGNED.

Now the Chinese Note Will Go to Prince Ching and Li Hung Chang Immediately.

Berlin, Dec. 20.—The Cologne Gazette, in an article dealing with the Chinese situation, announces that all the Ministers signed the preliminary joint note to-day (Thursday), and that the note will be sent immediately to Prince Ching and Li Hung Chang.

It also declares that the note embodies the principles of the ultimatum demands of Germany and the powers, and that it was agreed, on the proposal of Great Britain, that until the demands were satisfied, there should be no withdrawal of the troops from Pekin and the Province of Chi Li.

TO TEACH DOMESTIC SCIENCE.

Story From Ottawa That the Daughter of Premier Ross Has Been Appointed Denied.

Ottawa, Dec. 20.—Miss Ross, daughter of Hon. G. W. Ross, Premier of Ontario, was recently appointed instructress in domestic science at the Ottawa Model School. She will enter upon her duties at the commencement of the January term. Miss Ross will teach domestic science to the girls of the two senior classes at the school.

Knows Nothing of It.

Miss Ross, asked last night as to the authenticity of the above despatch, said that she knew nothing of the appointment. The matter had been talked about, but she had made no application. The story was emphatically denied.

BOTH HIS LEGS CUT OFF.

John Carmody of Kerwood Was Pulled Under a Train by His Overcoat Catching.

Kerwood, Ont., Dec. 20.—A very serious accident occurred here to-night as the 6.30 train for the east was pulling out. John Carmody, in stepping off the train had his top coat caught in some manner and it drew him under the train, cutting off both legs above the knees. Doctors were promptly in attendance, but give no hope of Carmody's recovery.

Will My Lady Get Her Wish?

One might well wonder, on passing through the fur department of J. W. T. Fairweather & Co., 84 Yonge-street, just after shop opens any morning, when and where and to whom they expected to dispose of the seemingly endless collection of fur garments, sets and pieces. But go again at evening, and you'll need but a glance to convince you that many a handsome bit has been selected in the meantime, and packed up and shipped, delivered or set aside for their special Christmas eve delivery. Up in the workrooms they're working day and night to keep stock up and fill the orders in hand that must be delivered by Monday to save the severest of disappointments; for could one depict a more bitter one than "my lady" without her "promised" jacket, set, caperine or other stylish piece? The fulfilment of fondest wish in wearing apparel. The firm say business is better than it ever was at this season, notwithstanding the open weather, and advise early shopping the next three days.

Edwards and Hart-Smith, Chartered Accountants, offices Canadian Bank of Commerce Building, Toronto.

Fine Havana Cigars at Close Prices

La Antiguedad, 25 in box, $2.50; La Africana, 25 in box, $2.50; La Vencedora, 25 in box, $2.50; La Vencedora, 50 in box, $4.75; Manuel Garcia, 50 in box, $4.75; La Carolina, 50 in box, $4.75; Rock Golden Eagle, large size, 50 in box, $6.00; "Edan," large size, 50 in box, $6.00; La Carolina, large size, 50 in box, $6.00. Also a large variety of cigars, 10 in a box, from 50c to $1.25 box, at A. Clubb & Sons', 49 and 97 King west.

Smokers' presents, Boxes of Cigars—Alive Bollard.

Have lunch in new dining-room—Thomas' English Chop House, King St.

York Township Tax Sale.

The adjourned sale of lands for taxes in York Township will be continued to-day at the old Court House, East Adelaide-street, at 11 a.m. There are still a large number of choice parcels of land to be disposed of, which will be entirely open to competition. S. W. Armstrong, treasurer, 10 East Richmond-street.

A delicious Concord Wine, 40c per quart. Dan Fitzgerald's, 105 Queen St. W.

A Montreal Alderman Dead.

Montreal, Dec. 20.—(Special.)—Alderman Lareau, who has been ill with congestion of the lungs for the past ten days died this morning. A few days ago deceased took a turn for the better and, thought he would recover, but a change for the worse set in last night and at about 8 o'clock to-day the end came.

LOSS OF A MILLION DOLLARS CAUSED BY FIRE AT HANOVER, ONT.

The Knechtel Furniture Factory, Which Covered Two Acres, Went Up in Smoke Last Evening—Fears That Lives Have Been Lost—Many Men Out of Work.

Hanover, Ont., Dec. 20.—At 5 o'clock this evening it was discovered that the Knechtel Furniture Factory was on fire, and in a few minutes clouds of smoke and flames of fire leaped out in every direction. The factory covered about two acres of land, and not a wall is left standing. About ten million feet of lumber in the yard and the sawmill were saved. Cause of fire unknown. Amount of loss and insurance not known at present, as both Mr. Daniel Knechtel, head of firm, and Mr. J. S. Knechtel, secretary and treasurer, were in Toronto.

Spread to Adjoining Buildings.

The fire spread to adjoining buildings and the following places were completely consumed: Knechtel Furniture Factory, the Greutzner Furniture Company and undertaking establishment, T. Pochiman & Company, flour and feed; B. F. Ahrens, hardware; Graff & Weppler, general dry goods; W. Roloff, photographer; H. Maurer, blacksmith and carriage works; Chas. Doepel, flour and feed. The total loss is thought to be about one million dollars.

Mr. Pepler, one of the partners, was very badly burned, and it is feared several lives are lost, as men were seen going into the burning building, and have not been seen since. One boy had a leg broken.

Help From Walkerton.

The town has no fire-fighting appliances and Walkerton kindly sent their hook and ladder company over to help, also Palmerston and Chesley kindly offered to send their engines. The village of Neustadt sent up their hand fire engine, which did good work in saving the lumber. It was a calm night or else the whole town would have been wiped out.

A Magnificent Structure.

Mr. D. Knechtel has spent a lifetime in building up the factory, and it was a magnificent structure, filled with the latest machinery, and in about four hours nothing is left but a mass of crumbling walls.

Over two hundred men are thrown out of employment by the fire. As soon as Mr. Knechtel heard of the fire he hired a special train, and is expected home some time to-night.

SUBSIDIES NOT PAID OVER

Therefore the Halifax and Yarmouth Railway Will Shut Down Operation.

OVER $700,000 HAS BEEN PAID UP.

On Fifty-One Miles of Road—Now the Government Must Perform Its Part.

Yarmouth, N. S., Dec. 20.—Thomas Robertson has been succeeded as president of the Halifax and Yarmouth Railway by Francis Rawle of Philadelphia, and L. H. Wheaton by Clark Cooper, formerly secretary of the road, as superintendent.

Cooper, in a statement issued to-day, says the expectations of the road have not been realized. Up to this date, Messrs. Brill and Fletcher have expended over $700,000 on 51 miles of railway, which is considered second to none in Canada. They have received no part of the Government subsidies for mileage between Pubnico and Barrington, and will cease to operate the railway at the end of the year. When the Government Engineer approves of the road, and subsidies are paid, the company will resume the operation of the road.

The Terms Demanded.

The statement further says the company is ready to proceed with the work of construction