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NINETEENTH YEAR

TEN PAGES-WEDNESDAY MORNING NOVEMBER 2 1898-TEN PAGES

A FARMER'S VICTORY.



Mr. DRYDEN (after the polls closed): Fellow electors and farmers—[cheers]—from the bottom—[cheers]—of my heart I thank you. It means a victory by farmers—[cheers]—not only for a farmer—[cheers]—but, as my honored leader reminds me, for a government—[cheers]—which has been repeatedly referred to of late as a "lot of farmers." [Long continued cheering]

FRANCE WILL GET OUT OF FASHODA

Such is the Assertion Made by The London Daily Mail Correspondent—A British M. P. Let the Cat Escape From the Bag—What the French Papers Say—General Cable News.

France demands Bah-el-Ghazal, and Britain will not concede it. Lord Salisbury declines to give up more than the Western Nile basin. It is believed the assembling of the British special squadron was due to France's excessive demands. The animosity on both sides of the Channel, fanned by the newspapers, keeps the strain at a serious point. The threat to raise the whole Egyptian question is an outcome of newspaper agitation, and not the expression of the French Government. Fashoda must be evacuated, however, before there can be any negotiations, and all the nations recognize that fact. Mr. Hayes Fisher, one of the Ministerial whips, let slip the assertion that France had decided to recall Marchand, then tried to get round the point by saying he had been misrepresented.

There is nothing startling in the news this morning. From the tone of the French press, which gets its inspirations from Madrid, the Spanish Government will not consent to the cession of the Philippine archipelago to the United States, and it is even said that Spain will refuse to sign a treaty with such conditions, no matter what the price may be. Spain demands compensation for the Philippines. The Sultan has presented the German Emperor with the ground in Jerusalem on which, according to tradition, the Virgin Mary resided.

FRANCE WILL GET OUT.

Fashoda will be unconditionally evacuated and no compensation asked. London, Nov. 2.—The Paris correspondent of The Daily Mail says: "France will retire from Fashoda unconditionally and without asking compensation."

"Baron de Courcel, whose term as French Ambassador in London expired long ago, but who has held on to conduct negotiations affecting Egypt, will now be recalled; and no haste will be shown to appoint his successor, with a view of marking French resentment at British action, for England has almost taken the place of Germany as the object of French hatred." The Paris correspondent of The Times says: "Baron de Courcel gathered from a conversation held after the last British Cabinet Council, that Lord Salisbury's attitude in regard to Fashoda was not so favorable as it had been reported, and that nothing could be done until Fashoda was evacuated. So far as French public opinion is concerned there is not the slightest idea of going to war for Fashoda, and any government doing so would be regarded as a government of imbeciles."

"We learn from an official source in Paris that Captain Barriere bears instructions to Major Marchand to return to Fashoda and then to withdraw his expedition into the direction of the Upper Ubangi River, establishing Fashoda and the five posts established east of the frontier indicated in the Anglo-German agreement. The Egyptian Government will be invited to send troops to accompany Major Marchand as he retires from the Bah-el-Ghazal territory and to re-occupy the posts as they are evacuated by the French officers, thus solving the difficulty concerning Major Marchand's retreatment. When Major Marchand's retirement is fully accomplished negotiations based on proposals submitted by Baron de Courcel to Great Britain will be opened. France is disposed to recognize frankly that the changes of command completely reverse the situation, as it existed when Major Marchand was instructed to proceed to the Nile. The French Government will even state that, had Major Marchand been aware of the Khedival advance he would not have pushed his mission so far east. "These intentions have not yet been definitely imparted to Great Britain, but they probably will be before Major Marchand's evacuation commences."

Without going as far as The Daily Graphic, all the special dispatches that have been sent to the morning papers indicate that the solution predicted by The Daily Graphic will be the one finally reached, and that even should France seek diplomatically no further serious consequences are anticipated. It is not believed, however, that France will pursue the useless course of leaving her Embassy in London vacant.

THE WAR NEWS.

Semi-Official Notification From the War Office to Appenders to Support Things. London, Nov. 2.—The War Office has issued a semi-official notification, in which it says it does not object to the papers announcing military and naval preparations in general terms, but points out that it would be unwise to publish specific details that might be useful to a possible foe. There is no noticeable cessation in England's preparations; and the officials are confident of the country's ability to meet all emergencies. There were large shipments of guns, shells and war stores to Malta and Gibraltar yesterday. The dispatches from France announce equal activity at Toulon, Brest, Marseilles and elsewhere. The Home correspondent of The Daily Chronicle says: "France is making great preparations at Brest, about 45 miles west of Toulon. Guns and munitions of war arrive daily, and men are strengthening the forts, working day and night. The object is said to be to cut communication between Malta and Egypt in the event of hostilities with Great Britain."

GERMAN TRADE.

A Large Increase in Exports This Year Over Last Shown by Statistics. Berlin, Nov. 1.—The Imperial Statistical Office has issued tables regarding the German trade for the first nine months of the present year, which show a total increase in exports of 28,650,000 marks, as compared with 1897.

This is largely accounted for by the increase in exports to the United States during the third quarter of the year, when its exports totalled \$3,100,000 marks, as compared with 63,300,000 marks for the corresponding quarter of 1897. It is asserted that both England and France show also a large increase of exports to the United States during the same period, but both countries had a large total decrease in exports for the nine months. The official statistics indicate that German trade is prosperous and industry reviving.

Quarantine at New York. Hamburg, Nov. 1.—A large number of Austrian steamer passengers, who passed through Vienna on their way here, have been prevented from embarking on board the Hamburg-American Line steamer Pretoria, booked to sail to-morrow for New York, owing to a notification from the authorities at Washington that steamer from Vienna will be quarantined for a fortnight on their arrival in the United States.

It Would Be a Novelty. London, Nov. 2.—The Daily Chronicle says editorially this morning: "A war in which the fleetly vanquished nation receives a solatium of 45,000,000 would be a novelty so great that it must be seen to be believed. In any case it would be madness for Spain to attempt to resume hostilities."

Russian Jealousy. St. Petersburg, Nov. 1.—The Novoye Vremya expresses jealousy of the facilities granted to English companies now working in the oil fields of the Caucasus. It is pointed out that the American Standard Oil Company "may be buying up Russian competitors at Baku behind an English mask."

Faure Signs the Decree. Paris, Nov. 1.—President Faure this evening signed the decree constituting the Cabinet formed by M. Dupuy. As regards the Dreyfus question, the Cabinet bows to the decision of the Court of Cassation, and will aid the work of justice.

Russia Stands Out. London, Nov. 2.—The Berlin correspondent of The Standard says: "Russia has declined to support France in the Fashoda affair, fearing that a reopening of the Egyptian question would interfere with her tremendous task in China."

Distinguished Passengers. Southampton, Nov. 1.—The American Line steamer St. Louis, which is scheduled to sail from this port on Nov. 5, for New York, will have on board as passengers Mr. Justin McCarthy, Mme. Nordica and Olga Netcheroff.

First Colorado Infantry Request to Be Returned From Manila. Washington, D.C., Nov. 1.—The request of the First Colorado Infantry to be returned from Manila to the United States has been denied by the War Department. It was stated that such requests had been frequent from soldiers of volunteer organizations, who enlisted to fight, but did not enlist for garrison duty. The desire of this regiment to return home was simply the desire of other volunteers. Nothing could be done, an officer said, until Congress met and provided some kind of a force to take the place of volunteers.

Plan Now Open. Step into a pair of Follet's ideal trousers. They're only four seventy-five a pair. No extra charge for reserved seats. Made while you wait. Follet's, 181 Yonge-street.

John H. Young, chartered accountant and auditor, 90 Yonge street. Phone 1257. Cook's Turkish and Russian Baths, Bath and Bed \$1.00. 304 King St. W. Antiseptic Spruce Fireware protects its contents from decay and from contaminating surroundings; these small pills are very cheap and are now greatly used for packing butter, lard, mince and jellies. The E. B. Eddy Co., Limited, Toronto Branch 38 Front-street west.

ENGLAND DETERMINED

Judging from Extraordinary Activity Going on at Halifax—Every Shipwright Available Engaged Preparing War Vessels for Sea—Renown's Magazine Enlarged—Ordnance Staff Working Overtime—Hurried Departure of H.M.S. Cordelia for Newfoundland.

Halifax, N.S., Nov. 1.—(Special.)—The very important naval and military movements in this city during the past week are still being carried on. During the past 24 hours every department in the dockyard has been on the bustle, and to-night work still goes on. Several days ago the magazine of the Renown was quietly emptied and taken ashore. Government mechanics were then put to work and the magazine was enlarged. The additional storage capacity is now nearly double what it formerly was, and to-day it was completely filled. Changes were made on the strength of orders from England, and the utmost speed was required in order that the ship might be ready to leave at short notice for a long cruise. In addition large quantities of coal were placed in the bunkers, and within a few days the stock now on hand at the dockyards will be increased.

Are Working Overtime. Another important order was also issued to the effect that the entire ordnance staff would be required to work overtime. Lieut. Everett, one of the most trusted men in the service, was at Windsor last week, and is known to have left large orders with Windsor firms. Such a proceeding is unheard of, as such goods as have been required were always purchased in this city. The reason of the change is supposed to lie in the fact that the character of the business was considered too important for general publicity. Guns have been overhauled at the gun wharf, and there is no doubt that England is determined to be prepared in case of emergency.

The G. N. W. Report. The Pelican, which displaced her homeward bound flag nearly all day, hauled it down late in the afternoon, and soon afterwards it became known that she would be used in a service similar to that of the Cordelia. The latter, it was stated, would go direct to St. John's, Nfld., and the Pelican was to follow her, but call at Sydney, C.B., on the way. Material of the same kind as placed on board the Cordelia was stowed away on the Pelican, and the two ships carry enough submarine mines to lay a thick network in both the harbors of St. John and Sydney. It is not known positively whether it is intended to mine Sydney harbor, but that is the presumption. There can, however, be no doubt that the harbor of St. John's and its entrance will, in a few days, be laid with a net of mines that would destroy a fleet attempting to force its way through them. The Pelican will doubtless receive fresh orders on arrival at Sydney.

Edwards and Hart-Smith, Chartered Accountants, Bank Commerce Building, 200-202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Practical Benevolence. Life Insurance is a system which enables every man to apply the trust and loftiest principles of practical benevolence in his own home. The Confederation Life Association publishes an interesting set of pamphlets giving full particulars as to the different plans of insurance operated by them, and will be glad to furnish them on application to the Local Office, Toronto, or to any of the Association's Agents. 015, 19, 25, 32.

Take a Cold in One Day. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25 cents.

Mr. Clement Sprudel Water cures dyspepsia, and prevents constipation.

Salvage From the Mohegan. London, Nov. 1.—As the salvage tug Atlantic Transport Line steamer Mohegan, wrecked near Lizard Head, as before reported, strong tides restrict the divers from working very much. In consequence only a few barrels of merchandise have been saved from the ship. To add to the difficulties, the working gear tumbled and blocked the pathway from which the goods were being taken. The boat's deck has been broken and partly washed off.

Those Nobby Fur Jackets, at Discount. Ladies who have seen those Special Electric Seal Jackets which are offered at \$45 at Dineen's, 140 Yonge-street, corner Temperance, pronounce them incomparably perfect in style, quality and real value. There is a richness about them which is never seen in a fur garment at this specially low price. The dressy shape and elegant effects of trimming are identical with the costliest and most fashionable fur jacket styles. They are made as if they were to sell for \$75, and represent one of Dineen's special ideals of style and high value in inexpensive fur wear. The price, \$45, is for the 24-inch lengths. Other jackets 26 inches long are \$50. And when specially fancy effects are desired with Mink, Sable or Persian Lamb trimmings, they are shown in these nobby jacket styles at a little higher price—but the plain seal jacket at \$45 are the favorites, and they sell at sight.

Edwards and Hart-Smith, Chartered Accountants, Bank Commerce Building, 200-202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Metropolitan Railway. Every Saturday and Wednesday afternoon cars leave C.P.R. crossing, Yonge-street, at 1.30, 2.40, 3.50, 5.40 and 7.45 p.m., returning leave Richmond Hill at 2.50, 4, 4.40, 7 and 10 p.m. Return fare, adults 25c, children 15c. Through excursion every evening at 7.45 o'clock. Return fare 25c.

Armeda Tea has the Flavor. Echersteinhaugh & Co., patent salted tea and export, 181-183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1000.

Gorgeously Arrayed. Are the windows of Dunlop's salesrooms—Chrysantheums in all colors, all sizes and all prices. Call up by telephone if not convenient to order in person and have your orders satisfactorily filled by Dunlop.

Cook's Turkish and Russian Baths. Open all night, 202 and 204 King St. W.

DEATHS. BLACKLEY—Drowned in the Mohegan disaster on Oct. 14, 1898, James Blackley, in the 45th year of his age. Funeral from his late residence, 181 St. George-street, to St. James' Cemetery, Thursday, Nov. 3, at 3.30 o'clock.

CHISHOLM—At the residence of his mother, 46 Sunnyside-street, Monday morning, Oct. 31, John Chisholm, in his 43rd year. Funeral Wednesday at 3 o'clock. GARVIN—At his residence, 728 Nostrand-avenue, Brooklyn, New York, on Oct. 29, 1898, John Garvin, formerly of this city. Funeral private. MURPHY—At the residence of his mother, 101 St. George-street, Monday morning, Nov. 1, Samuel McGrath. Funeral from his late residence, 45 Munro-street, on Friday, Nov. 4, at 3 p.m.

MR. HARDY CAN NOW GET TO BUSINESS

Both the Seatless Ministers Have Secured Chairs.

Honest John Dryden Has Been Elected, But There Are Wicked Tories Who Claim That He was Bought In—At All Events He Can Sit Down Now and Be Comfortable.

Whitby, Nov. 1.—(Special.)—"Take a seat, Mr. Dryden." "Don't care if I do." At last, after months of weary waiting and watching and working, the Hon. John Dryden has now a seat. Let him sit down. It was no tremendous Waterloo for Charlie Calder, the people's Charlie; he put up a brave fight, but he fought against invincible odds. Two governments opposed the hirings of both have honey-combed the riding with their ramifications since last election. There are numberless stories of money being used, doubtless true, likely exaggerated. But the fact remains, Mr. Dryden has a seat.

A Fight for His Life. To the latter, it was a fight for his very life. The Government, it is said, had agreed to carry him if he redeemed South Ontario, and he, himself, had proclaimed the fact that he would represent him in the face, with his quondam friends grown frosty because of his seeming weakness; with his own nerve shaken by a first defeat, it is no wonder that the seatless Minister caused the Liberal machine, working every cog, to be put into service to redeem a degenerate riding. Every placeman in South Ontario felt that his "job" was "made" if Mr. Dryden didn't carry the riding. And, oh, how hard they worked! But it took them all, working all the time, aided by all their friends, to do the trick. And Mr. Dryden has a seat.

Big it wasn't for Mr. Dryden that the Liberals in South Ontario worked. Some of the foremost foemen in the fight mention the name of Dryden only with gnashing of teeth. They fought for the traditions of the riding, for the principles of

Mr. Oliver, whose first constituency was South Ontario. There is many a man carrying a torch-light to-night, who has it in for Mr. Dryden some time in the dim future. This charge of nepotism against the Minister still rings true, and turned down candidates for the Registry Office have registered solemn vows made many moons ago. There is discomfiture down among the Liberals, and although Mr. Dryden has been returned his future path will be no Brussels carpet. However, Mr. Dryden has a seat.

The Liberals Celebrated. Hon. John Dryden was elected by about 150 majority over Charles Calder. Conservative, in the by-election, caused by the voiding of Mr. Calder's election in March, for