

London Saturday Advertiser

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SATURDAY EVENING, FEBRUARY 9, 1895.

WHOLE NO. 10112.

QUESTIONS UNANSWERED WITH REGARD TO THE LONDON OUTRAGE.

When Mr. Hume Elliot revived the London Seat Steal, the other evening, he probably did not think the London Free Press would rush to the defense of the perpetrators of that outrage with a series of untenable arguments. But when one begins to excuse the inexcusable it seems difficult to be logical. Here are some of the questions for which the Free Press, with all its twistings and turnings, can find no answer:

(1) Why did Judge Elliot, without inquiry, put on the voters' list names of persons declared by James H. Fraser, revising officer, to have no votes?

(2) Why did Judge Elliot pretend to be waiting to respect the decision of the Court of Appeal, and then when it was given against his view, refuse to be bound by it?

(3) Did not the Free Press, before the election acknowledge that it was just that the bogus votes had been scored off, and that its friends, the Conservative leaders, never relied on them, but intended to win by the legal vote?

(4) Why, when it was found that Mr. Carling was in the minority, did Judge Elliot refuse to be bound by the unanimous judgment of two superior courts—one of them sought for by the Conservative managers and count the bogus votes?

(5) Why was the charge to which several reliable witnesses were ready to swear, that Judge Elliot acted as a bitter partisan in the election of 1891, not investigated?

(6) Why did the partisan majority in Parliament refuse all investigation into the London Seat Steal and into Judge Elliot's partisanship in editing the Free Press and discussing the bogus voters' case while it was before him?

(7) Is it not a fact that Chief Justice Hagarty, Chief Justice Armour, Mr. Justice McLennan, Mr. Justice Street, Mr. Justice Falconbridge and Mr. Justice Burton were absolutely unbiased in their judgment that the London Seat Steal was indefensible, and that the names taken off the list by Mr. Fraser, according to law, should never have been replaced there by Judge Elliot?

(8) In view of Judge Elliot's declarations on the street and as political editor of the Free Press as charged in the petition presented for an investigation could his decision be held to be disinterested?

(9) Is it not noteworthy also that every independent journal in the country, Liberal as well as Conservative, has condemned the Seat Steal and the burking of its investigation?

Our contemporary will not face these questions, but falls back upon Judge Elliot's right to do as he please under the provisions of the infamous Franchise Act. We admit that such a right exists, and the more shame to the men who are responsible for the placing of that rascally measure on the statute book. But we are no more prepared to admit that the Free Press reasons justly in this respect than that it reasoned justly or prophesied correctly when it maintained that the Conservative candidate in the recent Provincial election should be sustained, and that he would have a good majority. At the close of the poll there were 803 reasons why our contemporary was wrong. We believe the Seat Steal will be condemned on an equally signal vote of the people.

CONFESSED THE CRIME.

Brusseau's Terrible Tale—Mrs. Pope Planned and Executed the Murder.

DETROIT, Mich., Feb. 9.—William Brusseau, who has since last Saturday told two stories of the murder of Dr. Pope, in his home here, last night made a clean breast of the whole affair to the police. According to his latest story the murder was a carefully planned affair, in which Mrs. Pope, the doctor's wife, was the moving spirit, and \$14,000 the object. For two weeks before the fatal day the two planned the crime in every particular. Saturday night Mrs. Pope made her husband sleep in a chair at her bedside. Towards morning she quietly called Brusseau, and the latter secured the hatchet and struck the doctor on the head. Then in obedience to the woman's command he rained half a dozen blows on their victim's skull. Mrs. Pope's 8-year-old daughter, who slept at her bedside during the murder, was then awakened, and the three carefully rehearsed the story they were to tell to the police.

All other baking powders contain alum or ammonia. Only Dr. Price's is absolutely pure.

THE STREET CAR HORSES.

Manager Break Makes a Proposal to the Humane Society—Threes Outriders to Judge the Horses.

To the Editor of the "Advertiser": As a settlement of the present controversy, I would offer the following proposition as a basis of settlement:

1. That the Humane Society appoint a veterinary surgeon, the company another, and the two agree to a third party, all to be non-residents, and the third party to be an owner and user of at least twenty horses, to examine and report on the condition of the horses, said report to be accepted as final.

2. The company to pay the cost in case their report is not sustained.

3. Each horse to be driven one mile attached to a car containing commissioners.

S. R. BREAK, Manager London Street Railway Co. LONDON, Feb. 9, 1895.

Living pictures are often a bare suggestion of the originals.

Steamers Arrived.

Feb. 8. At From
Labrador... Halifax... Liverpool
St. John... Queenstown... New York

AT THE SEA'S MERCY.

No News of the Missing Steamer Gasconne.

Arrival of the Teutonic in the Lower Bay at New York.

THE TEUTONIC SAFE!
NEW YORK, Feb. 8.—The tug R. J. Moran has just arrived at quarantine, and reports that the overdue White Star steamer Teutonic is anchored off the Sandy Hook lightship. The Teutonic was delayed by the heavy weather.

She saw nothing of the French liner La Gasconne during her voyage.

STILL MISSING.

HAVRE, Feb. 8.—Up to a late hour tonight no news of the overdue steamer La Gasconne has been received.

The steamer La Gasconne is insured for \$200,000 and valued at \$200,000. NEW YORK, Feb. 9.—The overdue steamer La Gasconne sailed from Havre at 11 o'clock a.m., Jan. 26. This would require it to arrive on Feb. 3, if nothing had happened out of the ordinary. It was expected that her new boilers would make her a seven-day vessel in ordinary weather. She left Havre on her previous trip this way Dec. 2, and reaching this port on the night of Dec. 31.

The vessel has on board 162 passengers, of whom 30 are in the saloon, 14 in the second cabin and 118 in the steerage. The crew, numbering 210, swells the total number of all on board to 372.

La Gasconne is similar in design and construction to La Champagne, La Bourgogne and La Bretagne. She is a screw steamship of 7,200 tons, and is comparatively a new vessel, having been launched in 1886. The hull is of steel and is divided by eleven watertight compartments.

As originally constructed, the vessel was fitted with four masts and was square-rigged forward. During her recent overhauling she was altered to a two-masted schooner rig. Another noticeable outward change was an increase in the height and diameter of her funnels.

The ship measures 480 feet in length, and has a beam of 52 feet and 3 inches. She has been remarkably free from accident or mishap of any kind, and that, in fact, can be said of most of the transatlantic vessels of the French Line. Their journeys back and forth have, as a rule, been uneventful as the swinging of the pendulum and about as regular. La Champagne broke the monotony a bit by grounding on a mud bank in harbor about a year ago, but she floated off a few hours later and none the worse for her brief sojourn on the bank.

One effect of the non-arrival of La Gasconne has been to call attention to other ships whose voyages have been delayed. The two most noticeable cases of this sort which have happened recently were those of the Ems, which disabled her machinery in midocean and was towed to Fayal, and that of the Lefevre, which was due to arrive here on Christmas Day, and did not appear until New Year's Day. Except for the delays, none of the passengers were any the worse for the experience.

THE TEUTONIC'S ROUGH PASSAGE.

NEW YORK, Feb. 9.—The Teutonic anchored outside the bar last night. Her officers reported that the steamer was delayed by heavy weather off the Newfoundland banks. She sustained no damage, but had 242 cabin and 191 steerage passengers. The Teutonic arrived at the bar at 7:04 o'clock last night and was detained outside 28 hours owing to the heavy snow storm and blizzard. Time of passage, 7 days, 11 hours and 1 minute. The daily runs were: 477, 281, 478, 488, 336, 228, 224, 136, to Sandy Hook. Distance, 2,864 knots. The Teutonic was within 30 miles of Sandy Hook at 5:38 p.m. Thursday, but owing to a hurricane from east, northeast and thick snow was obliged to stand off and wait until the weather moderated.

A schooner was sighted showing signals of distress, and a lifeboat was lowered, but was compelled to return without success. At 5:30 p.m. the Teutonic steamed alongside, affording a lee for the schooner, and nine men were hauled on board.

The names of the rescued are: Capt. John Ericson, C. H. Godfrey, C. H. Thompson, Nels Nelson, O. Kelly, S. Petersen, F. J. Carlsen, Fred Anderson and Harry Larseth.

NOT SIGHTED YET.

NEW YORK, Feb. 9.—The La Gasconne had not been sighted up to 2 p.m. today.

A CONSERVATIVE ELECTED.

LONDON, Feb. 8.—Mr. Fardell, Conservative, was elected to the House of Commons for Paddington, to fill the seat made vacant by the death of Lord Randolph Churchill. He was not opposed.

TRUE PATRIOTISM.

I came before you telling you frankly that I have all the infirmities of our common nature; but at the same time, while making that confession, I do not hesitate to say that I am a patriot; that I love this country of ours (London), and I love her fame, I love her good name, and I love those British institutions under which it has been my privilege to be born and to live. (Renewed applause.) But, sir, it is not according to the spirit of British institutions to fail to punish offenses when the guilty parties have been detected. Charity may have a limit. Charity may prevail in private life; in public life there is no such thing as charity. There stern duty must prevail, and I ask you, would you in your own private affairs tolerate for one instant such a state of things? If there was any man in business in Toronto who had a delinquent officer in his employ, that would behave as Sir Adolphe Caron is proved to have behaved, and his colleagues are proved to have behaved, that man would be dismissed at once; and yet the Canadian public maintain in positions of trust men who not only offend in that way, but who proclaim their own offense, and say they are ready to offend again. I do not conceal the fact that I would profit if there were a change of government. But I am not the only man in Canada. There are other men than myself; if you have no confidence in me you may take somebody else, but you cannot maintain in office the men who have been proved to be recreant to the trust which has been placed in them. The question is far more important than the people of Canada have ever realized.—Hon. Wilfrid Laurier at Toronto.

J. M. Barrie, the novelist, opened his literary career by writing leading articles for a Nottingham paper. David Christie Murray commenced his journalistic career on the staff of a Birmingham paper.

AFTER THE STORM.

Snow Plows in Great Demand on the G. T. R.

Train Service Badly Crippled—The Thermometer Dropping Slowly—Weather Notes.

STILL IT STORMED.

The storm continued to rage with unabated fury during the whole of yesterday. Streets were deserted, and almost all save the snow-covered policemen and stray watchmen, while once in half an hour or forty minutes a slow-moving street car would make its appearance and pass on again into the storm, the wheels crunching and grinding the snow with a ringing sound that told plainly the intensity of the frost.

"We are letting the horses take their time," Superintendent Deharte told an "Advertiser" reporter during the evening. And they certainly were. Mr. Deharte was inclined to take exception to the conduct of the Humane Society's inspectors and police during the day, and invited the reporter to look at the horses which he claimed were fit for work.

HUMANE INSPECTOR AT WORK.
Humane Inspector Sanders ordered fourteen horses to the stable during the afternoon. Chief Williams will prosecute Driver Rockett at the Police Court and endeavor to reach the police through the men. Mr. Williams stated last night that a number of other drivers would be summoned.

The limited number of cars running last night made it easier for the men who were changed off. There were no cases of frostbite reported among the drivers. The company had very hard work keeping the tracks clear, and had their sweepers and plows going continually.

HIS NOSE WAS FROZEN.

A young man stood watching the police arresting a street car horse yesterday afternoon, and his sympathies were plainly with the animal. "They are dumb brutes and might be half frozen and not be able to make it known," he was saying to a young woman companion.

Just then someone touched him on the shoulder and whispered something in his ear. "What? My nose frozen! You don't say!" and he made a beeline for the drug store, while the police led the dumb animal on to the station.

ELECTRICITY KNOCKED OUT.
Electricity was not as good as horse power yesterday. London West's little street car service was completely knocked out. In the big blizzard of Jan. 25 the line on the Wharfedale road was buried in several places under from two to four feet of snow. It took a gang of men some time to clear the tracks, and now the line is drifted as bad, if not worse, than before. The only service the villagers got was furnished by the bus which generally runs on Dundas street, and I made round trips about every hour. The Wharfedale, at Peter's field, is almost impassable.

TRAIN SERVICE.

A G. T. R. cinder train got stuck in a cut between Hyde Park and the Cove bridge yesterday afternoon, and delayed a couple of trains on the Sarnia branch.

The Pacific express on the G. T. R. arrived about an hour and a half late last night. It was the first through train from the east during the day.

Trains on the C. P. R. were all several hours late.

TODAY'S OUTLOOK.

With a slight abatement in the force of the wind the great storm continued today. The weather was considerably milder, and at no time during the night did the mercury go lower than 8 degrees below zero.

Street railway officials were apparently taking no risks, and as a result the car service was meager. A number of the drivers were engaged spreading cinders on the slippery block pavement down town in order to make the existence of the horses that were able to be a little more pleasant.

THE GREAT TRUNK.

The G. T. R. Pacific express due here at 6:50 last evening stuck in the snow between Woodstock and Eastwood. A snow-plow gang went down from London, and the train arrived in London 7 hours late.

No. 1 express, due at 1 a.m., was cancelled.

The Lehigh Valley train, due at 4 a.m. from the west, did not get in until 10 a.m.

The London, Huron and Bruce is coming up to its reputation for blocks. No trains were running either way today. The down train is stuck at Clinton, and a large gang of men from London are trying with the aid of plows to open the line.

SNOWED UP 24 HOURS.

Another gang is working on the Stratford branch. The H. & B. train here at 2:40 yesterday afternoon has not reached St. Marys yet. The 24 hours' detention in a snow drift must be severely felt by the passengers. The G. T. R. north of Stratford is snow bound.

The L. E. and D. R. and M. C. R. trains are running well on time.

An auxiliary gang from this city went to Stratford Friday to place the trucks of a freight train on the track. They had become derailed.

Most commercial travelers who work up the branch lines, and who generally reach home on Friday night, will be obliged to stop over Sunday at wayside stations.

The G. T. R. authorities state that the main line east and west is open. Trains are running, but in most cases they are late.

At the World's Fair Dr. Price's Baking Powder received highest honors, because absolutely pure.

IN LABOR CIRCLES.

ALBANY, N. Y., Feb. 8.—The report of the state board of mediation and arbitration to the Brooklyn strike, presented to the Legislature today, says the primary cause of the Brooklyn strike and all kindred strikes is that the Legislature, in creating railroad corporations has neglected to make the necessary provisions for a stable and efficient service of operating forces on the lines to subserve the end of which they were given the breath of life and clothed with the state's power of eminent domain. Any remedial legislation, to be effective, should have provision for its objective point.

Sunday Services!

SEE NEXT PAGE

For Particulars of To-Morrow's Church Services.

The Ice Crop.

The Crystal Is Plentiful and the Quality Good.

Londoners Use Nearly 100,000 Tons a Season.

Paying to Get Warm in Winter and Paying to Get Cool in Summer—Getting in the Crop—An Interesting Process.

It is almost as much as a man's life is worth at the present time to ask his neighbor if it is cold enough for him. It might be just as unnecessary to remark that the season's ice crop is a good one. Every man who is the owner of whisksers is prepared to assert that ice is very plentiful. Also that it ought to be cheap next summer. And as you walk on in the cold he may stay with you long enough to remark that it's a cold wind that does not blow an ice man some good. This is the season of the ice man's harvest, or rather the season of the ice man's harvest home. For the crystal crop is almost all gathered, and, like the farmer putting on the cap sheaf, the ice men are waiting to put on the crowning blocks and scatter over all the sawdust or the straw to preserve the lot until the ice cream season comes around again and the mercury goes mounting upwards until it registers something like 102 degrees in the shade.

THE QUALITY IS GOOD.
Last year, it will be remembered, ice was somewhat scarce. And what there was of it was not of the very best quality.

"We have never had a better quality of ice or more of it in the 22 years during which I have been in the ice business," said Mr. D. Collins, the veteran ice dealer of London West, yesterday. Mr. Collins has already stored away in his mammoth ice-house over 5,000 cords of crystal ice. As there are over three and a half tons to each cord, this means a storage of over 17,500 tons of ice. And even then the ice-house was not filled. Allowing 25,000 tons of ice to each of the three dealers—Messrs. Collins, Cushing and Stanton—it will be seen that Londoners have quite a relish in the summer time for what they do not appreciate now to any rapturous extent.

LONDONERS USE LOTS OF ICE.
This amount is by no means the limit, and it is within bounds to state that Londoners dissolve nearly 100,000 tons of ice each summer. Of course, this amount is not by any means used exclusively to cool drinks or freeze ice cream. The greater part of it finds its way into the refrigerators—and ice dealers say that the use of refrigerators is on the increase. This is noticeable among the cottage population, and the average housekeeper, for the sake of, say \$1 a month, appears to prefer cool butter to rancid oil, and fresh milk to the half-boiled article. The ice bill of a large residence or a hotel amounts to as serious an item in summer as the coal bill does in winter. They are forever paying to get warm, and then paying, and even paying, to get cool again.

Without giving away any trade secrets, the "Advertiser" is at liberty to state that the price of ice will next summer remain the same as last.

GETTING IN THE CROP.

The work of getting in the crop is an interesting process, and Mr. Collins alone gave employment to 36 men while the work was in progress. This year's ice was cut at a thickness of from eight to twelve inches, and in blocks four feet long by two feet wide. The cutting of the ice at this thickness makes it easier to handle, and nicer to cut and break into small pieces. The surface of the ice to be cut has first to be carefully cleared of snow, and then marked in parallel lines two feet apart. Then a team of horses and a plow follow the lines and cut a decided nick in the surface. The ice is then sawed into the requisite lengths, and after being wedged off by a couple of vigorous blows with an iron bar, the blocks are floated to the bank and loaded into boats to be carried to the storehouses. Here they are piled on edge in such a manner that they will freeze together, but not in a solid mass. After they are frozen hard the whole is covered and made airtight by means of sawdust and straw. When the summer comes the ice man uncovers a portion and bores into the ice, and the pile grows less and less until the summer is over, and the storehouse is ready to be filled again. The great bulk of the ice is obtained from the north branch of the river, far above the point where there is any possible contamination by sewage. Messrs. Collins and Cushing have their storehouses on the river bank. Mr. Stanton also has a storehouse on the north branch and another at the cove. The ice is so clear that the bottom of the river can be plainly seen by the men at work.

WAS IN THE COLLISION.

Wm. Turner of London Injured in the G. T. R. Smashup.

Manager Carr of the London Street Railway a Passenger—Mr. Turner Expected Home.

Among the injured in the wreck on the G. T. R. about five miles west of Toronto was Mr. Wm. Turner, Ann street, a Canadian Express messenger on the London local that crashed into the Chicago train. Mr. Turner was injured about the head and was taken to Toronto, where his injuries were dressed. He thought he was well enough to come home, and his family expected him on No. 1 this morning, and had a cab in waiting for the train. But No. 1 was cancelled. Mr. Turner is the man who was alleged to have been impersonated at the late elections.

Mr. Break's successor in the management of the London Street Railway, Mr. C. E. A. Carr, was going from Detroit to Toronto on the Chicago train, and was in the rear coach which was wrecked by the local. Mr. Carr was badly shaken up. Mr. J. E. Atkinson, of the Globe, who had two ribs broken, was also well known in London and did the last local campaign here for his paper.

KINGSMILL'S

The bargains to be had in Staple Cotton goods just now are extraordinary. The most reliable goods have dropped and dropped, and hurrying, hard times prices. Not one line, but many. Factory Cottons, Bleached Cottons, Gray and Bleached Sheetings, Pillow Cottons and Cotton Towels.

When we say we are selling the cheapest Cottons in Canada we keep our promise, and no great trick to do it. We buy direct from the mills in largest quantities. Our Staple Department pays no rent. You pay no extra bonus for prize sales or fine furniture. You meet with straight legitimate merchandising, and this month we get no profit on Cottons. Be economical and buy your supply now.

Never within our recollection of 26 years of drygoods business in this city have cotton manufactures been at such little prices as now; never before such values; never before such high standard of qualities. COME—EXAMINE—COMPARE.

It is with the confidence of being able to save you something that we talk of Cottons. All bleached Cottons fell in price 10 per cent within the past two weeks. We bought at the lowest mark, so can sell you on the same conditions. KINGSMILL'S are always the cheapest.

It is not often you can get an extra heavy 72-inch bleached twilled Sheet- ing at 20 cents. We have it. We can sell you an 8 x 4 plain Sheet- ing, free from dressing, at 18 cents, and a 42-inch heavy Pillow Cotton at 12 cents; a good pair of Cotton Towels at 25c. Have you seen these?—If not, why not? It is no trouble to show you.

COMING AND GOING—All pleased seemed today to be the way of our Cotton customers. Whatever and wherever they looked at or looked to was attractive. Have you examined the values we offer? Our Factory at 5c was never equaled; our prints at 75c the dress cannot be had elsewhere. Feel our 8c Cotton, bleached.

Within the last week we have opened out and passed into stock nearly 20,000 yards of English and American Prints, Chambrays, Zephyrs, Drills, Ducks and Satins, bought for the spring trade, especially to meet the known wants of this community. All that fashion favors is here for your choice.

Just from the makers—COTTON UNDERWEAR for ladies, Corset Covers, Night Dresses, Chemises and Drawers—for this month at manufacturers' prices. We would ask you especially to visit our Basinettes; here can be had everything to your liking. If not in stock anything can be made to your order as cheap as ready-made garments. Come and see.

All Wool and Cotton are opposites, but just now we want you to think of both at once. Have you felt the quality of our 40-inch all-wool French DRESS GOODS in cardinal, black, pink, cream, navy, Nile and brown at 20c? The cheapest goods we ever sold.

Agents For Butterick's Patterns and Publications.

They are the best in the world—Any pattern or book not in stock can be procured to order without extra charge.

KINGSMILL'S

Dundas and Carling Streets.