

# WHISKARD'S 2 BUSY STORES.

230 and 232 Dundas Street.

We wish to thank our many friends and customers for the very liberal support we have had through the year 1895, making it the best year's business we have ever had.

We Wish You All a Happy and Prosperous New Year for 1896.

We flatter ourselves we have sold some pretty cheap goods, and we think our customers know a good thing when they get it.

Don't forget that line of Ladies' New York Sailor Hats. They are going out lively. We have some left yet, in cardinal, brown, navy and black, bell crown, velvet band, worth \$1.00, we are selling them at

25c Each

We begin the new year by selling a special line of Children's Wool Hose, just think of it,

5c Pair

Another line of Children's Cashmere Hose, merino toe and heel. How much? Why only

10c Pair

See them. They will soon be gone. We have not many of them.

Another line of 30 doz. Very Fine Children's Wool Hose, double knitted from the ankle to the top, made of very fine yarn. We cleared the lot at a price. They are worth as high as 40c pair. Our price for sizes from 6 to 8 1/2 will be

25c Pair

Ladies' Combination Suits.

We have just received 2 dozen of these goods at just half price. They are worth \$1.00. We sell them at

50c

The Suit.

They are very fine goods.

Whiskard's

## THE TRANSVAAL TROUBLE.

### Causes Which Have Led to the Present Agitation.

London, Dec. 31.—Professor James Bryce, member of Parliament for the south division of Aberdeen, has arrived in England from South Africa, and was asked for his views upon the situation in the Transvaal. He said:—"There is a pretty widespread feeling of dissatisfaction with the existing condition of affairs in the Transvaal. Much will depend upon President Krugers attitude. It is hoped that the Transvaal Government will recognize that the situation is, or may become, serious. The population of the Transvaal is increasing rapidly." Prof. Bryce said that when he was at Cape Town, in the British territory of Cape Colony, 1,000 persons were leaving there weekly for the Rand. The crisis in the South African Republic has been long threatened. The trouble, in brief, is as follows:—The European and American Reform party, whose members are known as Uitlanders, have decided to endure no longer the state of things by which they are entirely excluded from political power while bearing three-fourths of the burden of taxation, and outnumbering the Boers by three to one. British, American and German capital have provided all the money by which the vast gold and diamond wealth of the Transvaal have been developed, but the Boer Government will not allow any language except Dutch to be taught in the State schools, the cost of maintaining which is almost defrayed by the Uitlanders. After eight years of fruitless remonstrance and agitation, the Uitlanders have arrived at the conclusion that the existing laws and the system of Government are incapable of affording them relief, and the Boers retort that if they dare to venture beyond the bounds of constitutional action they will answer with their Maxim guns in Johannesburg. The situation is distinctly menacing, but the immense money stake both sides will have to risk in the event of war may, and probably will, work for peace. A remarkable feature of the case is, although the majority of the Uitlanders are English, all disavow, and it is believed, with perfect sincerity, any desire for the transfer of the Transvaal to the British flag. If civil war happens, and the Boers are beaten, the Transvaal will most certainly remain a republic.

A Berlin despatch says:—"The action of the Uitlanders in the Transvaal has given rise to an unusually violent explosion of anti-English feeling in the German press." The National Zeitung is quoted as follows:—"Germany, Portugal, and possibly France, cannot allow Boer republics to become the exclusive prey of England, and especially of such a dangerous personage as Mr. Cecil Rhodes." The Kolnische Zeitung, the Kreuz Zeitung and other papers express similar sentiments.

The Times also has a column article explanatory of the Transvaal trouble, which says:—"Equality of representation with taxation, language, law, responsibility of the administration to the Legislature, and the removal of religious disabilities are among the chief of the Uitlanders' demands, while they desire to maintain republican institutions."

An editorial in the Times complains that the French and German press are criticising England without properly grasping the history or the geography of the question. The Times believes that no desperate remedy, such as an appeal to force, will be required. "Some reasonable concessions," it continues, "even though not all that the Uitlanders might rightfully claim, might avail to postpone a conflict."

### SENATOR BRICE'S BILL.

#### What It Aims at and How the Work is to be Accomplished.

Buffalo, Dec. 31.—The Express this morning prints a special despatch from Washington which explains the bill which Senator Brice has introduced in the United States Senate relative to the restoration of the harbors of the great lakes by raising the lake levels. Senator Brice, it seems, has become a convert of Representative Griswold's plan of damming the outlets of the lakes, and intends to push the matter vigorously in Congress. The Senator's bill directs the commission appointed by the President under the sundry civil bill of last Congress to investigate, in connection with a Canadian commission, the feasibility of constructing a canal for ocean vessels between the great lakes and the Atlantic Ocean, in addition to the duties enjoined upon them by the act; to make an inquiry and investigation into the feasibility of maintaining the level of the great lakes at a uniform level, either by a system of dams or otherwise, and to report to Congress as soon as possible, and also to report what concurrent legislation is required by the United States and the Dominion of Canada or Great Britain for this matter. The resolution requests the Secretary of War, through the engineer corps of the army, to make a similar investigation and report. In discussing the subject Senator Brice said:—"At the last session of Congress the sundry civil bill contained a provision authorizing the President to appoint three commissioners on the part of the United States, with power to confer with a similar committee appointed by the Government of Great Britain or of the Dominion of Canada, and make inquiry and report whether it is feasible to construct a channel in the connecting waters of the great lakes of sufficient depth to enable ocean vessels to pass to and fro between the great lakes and the Atlantic Ocean. Commissioners have been appointed, and are now engaged upon the work assigned them. A new difficulty has arisen, however. The level of the great lakes since the construction of the deep water channels has fallen very materially. Some estimates put the fall at three feet, others at four feet, and some as high as ten feet. It is evident that the dry seasons for the past several years, together with the fact that the lake basins have been deforested to a very great extent, and have also been

pretty well ditched, so that the rainfall has been carried off comparatively rapidly, has had some effect on lowering the lake levels, but it is generally believed that the deepening and widening of the channels connecting the lakes has caused the outflow to be much more rapid than formerly, and as a result the lake levels have been lowered. The lowering of their levels has had a very serious effect upon the commerce of the great lakes, entailing a great loss in many ways, and of necessity raising the rates of lake transportation. I believe that the solution of the problem of lake navigation is to be found, not alone in increasing the depth of the several connecting channels by dredging, but in controlling the lake levels, or raising them and thus retaining the water in them. In other words, that, in order to successfully meet this growing question, an investigation should be made to ascertain, if possible, whether it is practicable to keep the lakes at a uniform level by a system of dams placed at their respective outlets, and thus restrict their outflow."

## THE WAR IN CUBA.

### Recent Engagements Between Spanish Troops and Insurgents.

Havana, Dec. 31.—The latest news of the insurgents would indicate that their forces still overrun the Province of Matanzas, and they seem to have an uninterrupted line of communication clear across the Province and into the southern part of Santa Clara to the eastward of the city of Cienfuegos. They have burned the village of Gavilen, in the Cienfuegos district, south-east of Cienfuegos, and near the coast. Besides serious fighting at Calimete, a force of 2,000 insurgents is reported moving upon Camaroca, a town only 15 miles from Matanzas, and very near the coast. This is the farthest point north at which the insurgents have yet been reported. The stations at Caobas and Cabazas have been burned, as well as the cane field of the Joaquin plantation. All telegraphic communication is still much interrupted. It is believed that

throughout the whole of yesterday the concentrated forces of the rebel commanders Gomez and Maceo. Navarro attacked a camp of rebels and dispersed them. Gomez and Maceo were entrenched at Central Maria, and a battle ensued later, in which the Spanish artillery were pitted against the insurgents' cavalry. The rebels were finally routed and retreated in two columns, leaving seven dead on the field. Passing Camanayagua on their retreat the rebels had 20 litters and two carts filled with wounded. Gen. Suarez Valdez made an attack on another wing of the rebel army, and after two hours' fighting the rebels retreated, leaving eight dead and many wounded. Valdez reached Baro without further resistance. The rebels who confronted him and were forced to retreat were 2,000 strong.

Havana, Dec. 31.—The last news from the field shows that the rebels have been driven back in the Province of Matanzas after having been severely punished by the troops. The loss of property is enormous, but planters now feel more confident in the future success of the Spanish army, and try when possible to grind again. Some of the large central factories, however, have suffered so severely that it will be rather difficult to do anything this season. Gen. Suarez Valdez telegraphs that he had an engagement yesterday with a rebel force north of Cuevitas and defeated them. The insurgents lost two killed.

### SHORT AND SHARP

#### Will be the Campaign in Manitoba—Contests in Every Constituency—Greenway Playing Into Laurier's Hand.

Winnipeg, Dec. 31.—The Manitoba Opposition is developing unexpected strength in the election contest, and Mr. Greenway has made up his mind that during the next few days he must do some hard fighting to win. The Opposition intends contesting every constituency.

There is still a great deal of talk regarding the rumor that while Mr. Greenway continues to waver the no surrender flag, he really is not sincere in this. The Nor-Wester, discussing the matter, says:—"If Mr. Laurier accedes to power, Mr. Greenway will yield. Mr. Greenway will pass such remedial legislation as his lord and master, Mr. Laurier, will dictate. Every action of his and his leading supporters points to no other conclusion, despite his uncompromising replies, defiant address and loud-mouthed protection. Will Mr. Greenway, carrying out the spirit of the reply and the address, over his own signature, state that he will resign if he ever consents to any remedial legislation in either the Dominion or Local Legislature? He dare not, for full well does he know that once the elections are over, and if he should be retained in power, he will pass a certain measure of remedial legislation. This is no vain prophecy. Mr. Greenway's actions and those of his lieutenants mean this, or their support of Mr. Laurier is so outrageously inconsistent as to be ridiculous. It is merely an old Grit game."

### FIRE FLASHES.

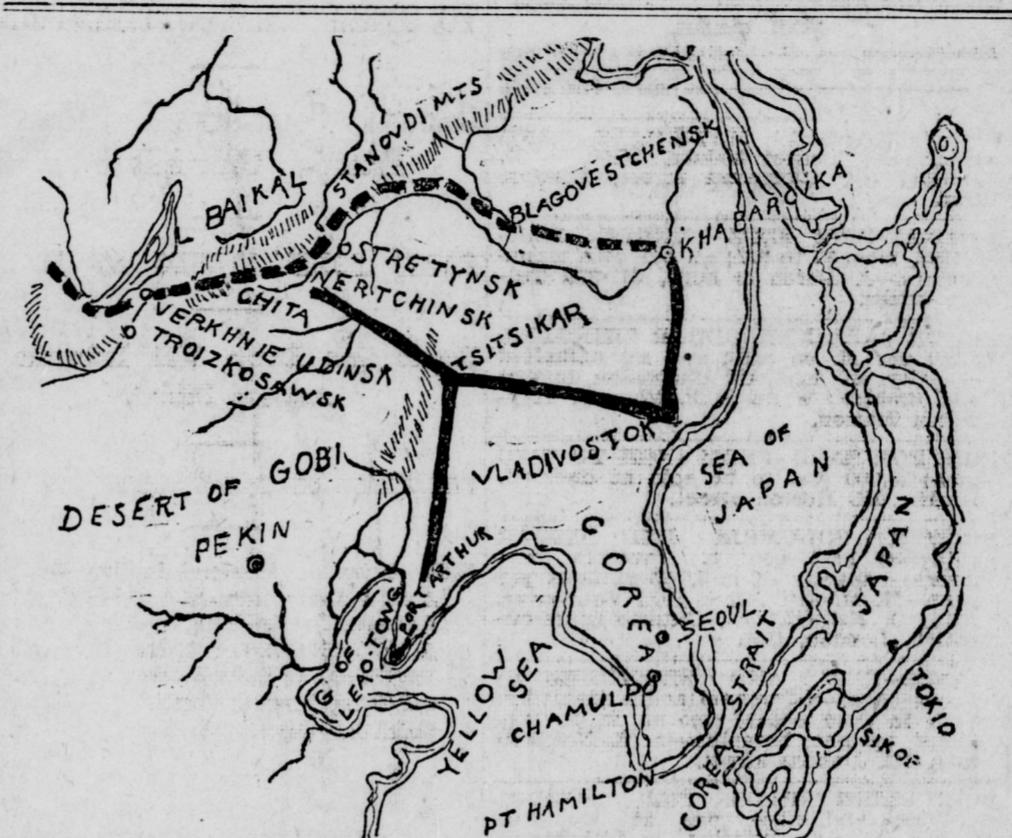
Dundas, Ont., Dec. 31.—Fire occurred in the residence of Rev. John Laing this morning. It had made a good start before being discovered, but the large stream of water the firemen threw quickly extinguished it. Considerable damage was done however. The insurance is unknown.

### A FATAL RAILWAY WRECK.

Cincinnati, O., Dec. 31.—A bad wreck occurred at Cole City, on the Mississippi division of the St. & O. South-western R.R. last night. Fireman Wilson was instantly killed. The injured include Hiram Wronwing, Vincennes, Ind., seriously injured; T. M. Voight, express messenger, Cincinnati, will probably die; Jacob Bour, Lawrenceburg, Ind., internally injured; Alonzo Pruitt, engineer, internally injured, condition serious; unknown tramp, fatally. The wreck was caused by a collision between two passenger trains through a mistake in train orders. The engines came together at full speed on a hill-top, and were, together with the express cars, completely demolished.



WHEN they put a man in jail, he cannot follow his natural inclinations. His enjoyment of life is limited. He cannot eat what he wants to—he is limited to a very frugal diet. He is alive to be sure, but he doesn't possess very many advantages. Are not all these things equally true of a dyspeptic? For all of the real enjoyment he gets out of life, he might as well be in jail. He cannot eat what he likes, nor as much of it as he would like. If he transgresses any of the rules of his diet, he is punished for it. He suffers much, gets little sympathy. Dyspepsia starts with indigestion, and may lead to almost anything. Indigestion means a variety of things—it shows itself in many ways. At first, perhaps a little heaviness in the stomach, a little sourness, windy belchings and heartburn. Headaches begin to come pretty soon after that, and biliousness and a foul taste in the mouth in the morning. Chronic constipation is almost inevitable, and it is probably the most serious trouble that ever takes hold of a man. Its seeming simplicity is the thing that makes it most dangerous, because it leads to neglect. Constipation means that the body is holding poisonous, impure matter that should be gotten rid of. The poison is being reabsorbed into the blood and the whole body is being filled with it. Impurity in the blood may lead to almost any disease. There is no telling what may come of it. Constipation is the start of it all. And yet people are careless about it. It is the most serious thing in the world, and the easiest to cure if you go about it right. Dr. Pierce's Pleasant Pellets cure constipation. Cure it positively, certainly, infallibly. Cure it so it stays cured. Cure it so you can stop taking medicine.



SKETCH MAP OF RUSSIA'S NEW BRANCHES OF HER GREAT SIBERIAN RAILROAD.

The above map shows roughly the scheme of railroads which Russia intends to carry out under her new treaty with China. According to a cable despatch from Hong Kong to the London Times, by the provisions of this treaty Russia obtains the right of anchorage for her fleet at Port Arthur; the right to construct and work under Russian management railroads between Narschinsk and Tsihsihar, Vladivostok, Tsihsihar and Port Arthur, and other commercial advantages to which the "most favored nation" clause in other treaties is not applicable. China reserves the right to purchase the railways after twenty years at a price to be settled upon hereafter.

### THE NEW ROUTE.

Buffalo, New York and Hamilton via the Michigan Central.

Buffalo, Dec. 31.—Beginning to-morrow, January 1, 1896, a through passenger service between Buffalo, New York and Hamilton, Ont., will be established via the Michigan Central in connection with the Toronto, Hamilton & Buffalo, the line of the latter from Welland to Hamilton, now being opened. Two solid trains will be run each way daily, except Sundays. These trains will run via the International Bridge, and will be handled between Buffalo and Welland by Michigan Central crews and motive power. Concerning the equipment, it is not known here what arrangements have been made, but the new road has just received six fine passenger coaches from the Dayton car works. In addition to these trains, an extra coach for Hamilton will be attached to the Michigan Central train leaving Buffalo daily at 6:30 a. m., and will be delivered to the Toronto, Hamilton & Buffalo at Welland. This service marks a new era in railroad traffic between Buffalo and Canada. It breaks a monopoly that the Grand Trunk has had for many years, and which will be completely crushed (?) when the Toronto, Hamilton & Buffalo gets its extension completed from Hamilton to Toronto. Just what effect it will have upon rates will be better determined later on, when the Grand Trunk shows its hand, and indicates the policy it will adopt in meeting competition where it has heretofore been absolute master of the situation. The time when the Canadian Pacific Railway will get into Buffalo has also been hastened, and its future in this regard is now dependent upon the speed with which the Toronto, Hamilton & Buffalo carries its extension forward to Toronto.

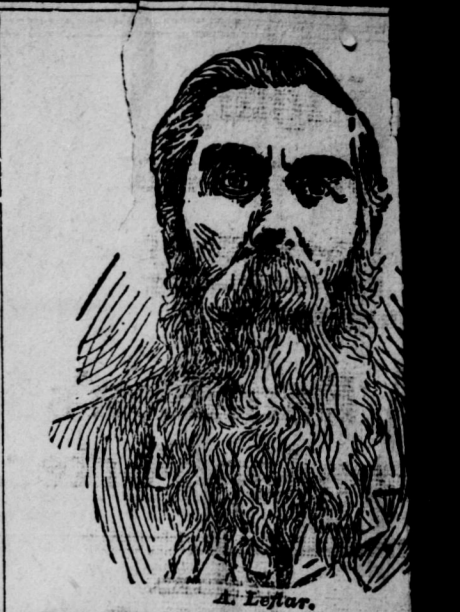
### ANOTHER MINE HORROR.

#### An Explosion Which Caused the Loss of Scores of Lives.

Breslau, Dec. 31.—A terrible disaster has occurred at Waldenburg, Prussian Silesia, 45 miles south-east of this city. An explosion of fire damp took place this morning in the Wrangel Colliery, near Waldenburg. Fifty persons are known to have been killed or injured by the explosion, and seventeen others are missing. Thirty-one bodies have already been recovered, and twelve of the injured miners have been brought to the surface of the mine. The work of recovering the bodies of the others is progressing, and everything possible is being done for the injured. There are the usual heartrending scenes at the mouth of the pit, where the relatives of the killed or injured miners are gathered with many hundreds of other people.

### THE CREE INDIANS.

Helena, Mont., Dec. 31.—Governor Rickards left last night for Washington, where he goes to make a protest against the invasion and depredations of the Cree Indians from Canada. During last week the Canadian authorities refused to act in the matter, and the Governor decided to appeal to Washington. He carries documents to show that the Indians are filthy and diseased, spreading contagion wherever they go.



## DISEASED LUNG CURED BY TAKING AYER'S Cherry Pectoral.

"I contracted a severe cold, which in such cases, neglected it. I then consulted a doctor, who found, on examining the upper part of the left lung was affected. The medicines he gave me seem to do any good, and I determined to try Ayer's Cherry Pectoral. After a few doses my trouble was relieved, and before I had finished the bottle I was cured. A. L. B. A. B., watchmaker, Orangeville, Ont.

Advertisement for Ayer's Cherry Pectoral, mentioning highest awards and various testimonials.

Advertisement for Indapo, a remedy for various ailments, mentioning results in 30 days.

Advertisement for The Dominion Savings & Investment Society, listing assets of \$2,350,000 and offering loans.

Advertisement for Wild Flowers of Canada, mentioning special bindings and prices.

Advertisement for Dunn's Fruit Saline, claiming to give health by natural means and keep the throat clean.

Advertisement for Avery Case, a barometer and clock, located at Richmond Sts., Accout's collected.

Advertisement for a mysterious shooting at Toronto, mentioning the death of St. Michael's Hospital last night.

Advertisement for an Ohio forger, mentioning Ottawa, Ohio, Dec. 31, and a man named Jones.

Advertisement for CHEAT GAS, a product that saves money by purifying gas and increasing its own bulk of oxygen.