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LONDON AND DISTRICT

—Miss Edith Ross, of Toronto, spent New Year's with her aunt, Miss Ross, 355 Dundas street.

—Miss Mabel Buckle left yesterday to resume her duties as teacher at Amherstburg.

—Miss Maud Lewis, of this city, is visiting Miss Effie Raikie, Railway street, Woodstock, for a few days.

—Miss Nora O'Connor, of Hamilton, who has been the guest of Mr. and Mrs. S. J. Burns, of Dundas street, has returned home.

—Mr. A. Baker, B.A., Ph.D., of St. John's College, Winnipeg, was the guest of Mrs. E. Little, 477 Maitland street, this week.

—Misses Lea and Mae Hardy, and Rev. Charles E. Evans, of Woodstock College, are the guests of Mrs. Wm. Chelew, of "Pinehurst," Fernhill.

—Mr. S. Percy Westaway, who has been spending the holidays with friends in London and Exeter, returned to Toronto today to resume his studies at Victoria University.

—A very pleasant time was spent New Year's at the home of Miss Ross, Dundas street, in honor of her brother, who is renewing old acquaintances after a sojourn in Montana of 22 years.

—In the Talbot Street Baptist Church this evening at 8 o'clock, Rev. J. J. Ross will give an illustrated lecture entitled "The Earthly Footsteps of"

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—Miss E. Miller, of Windsor, spent the New Year's holidays with Mr. Ed. Walker, 755 Nelson street.

—Master Douglas Finch, of Harrietsville, is the guest of his brother, Mr. W. A. Finch, of Becher street.

—Mr. W. Allen Child, of Edmonton, is visiting his parents, Mr. and Mrs. A. Child, of 788 Wellington street.

—Mr. Charles B. Child, who has been the guest of his parents at 788 Wellington street, has returned to Toronto.

—Mr. Charles Miller, of Puce, Ont., spent Christmas and New Year's as the guest of Mr. Edward Walker, of Nelson street.

—Principal McQueen, of Victoria school, begins his 25th consecutive year as principal of the South London school.

—Mr. John Tanton, of Uxbridge, who has been spending a few days with his father in this city, returned home yesterday.

—Mr. George Liddle, of Detroit, has returned home after spending Christmas and New Year's with Mr. Edward Walker, of Nelson street.

—Mr. A. Baker, B.A., Ph.D., of St. John's College, Winnipeg, has returned home, after spending a week with Mrs. E. Little, 477 Maitland street.

—Mr. Eric Johnston, of Toronto, has returned home after spending a week with his cousin, Mr. Wm. Burgess, at 211 Queen's avenue, in this city.

—Mrs. W. S. Booth, of Central avenue, and her daughter, Miss B. A. Booth, of Hamilton, were the guests of Mr. and Mrs. Stalker Booth, of St. Thomas.

—Mr. and Mrs. James Herrick, of Detroit, who have been spending the holidays with Mrs. Herrick's brother, Mr. Ed Walker, of Nelson street, have returned home.

—Mr. and Mrs. A. Nick Campbell, Mrs. A. Patton and Mrs. Edgar Wilson, of Montreal, who have been spending a few days with friends in this city have returned home.

—Mr. Kenneth Timley, formerly of this city, but lately employed in the theatrical business in the United States, is in this city taking charge of the Seventh Regiment minstrels, who appear at the Grand on Jan. 16.

—Mr. Frank H. Greene, an old London boy, who has been spending the holidays with friends in this city, has returned home.

—At the open house, held on Tuesday at the Y. M. C. A., Mr. Chris Burtworth, of this city, gave an exhibition of swimming that was very interesting. Chris is one of the most expert swimmers in Canada, and possesses many medals which he has won in the Dominion as well as in Canada. He is shortly to give an exhibition in Buffalo.

—The Slayton Jubilee Singers, who are to appear in the Auditorium on Saturday evening as the third number of the Y. M. C. A. course, are unexcelled. True to their name, they are all jubilee singers, giving their auditors negro selections with such a dash and swing, and yet the sweetest melody

that the southland looms up before the audience.

—Mr. W. Caven Barron, principal of the London Conservatory of Music, has had five more compositions accepted by the John Church Publishing Company, New York. Mr. Barron's Irish pieces, "Lullaby," "Colleen" and "For-saken" have met with such remarkable success that he is following them with a set of Scotch and later with three Dutch selections. Mr. Barron, who is teacher of piano and singing at the Conservatory, will give recitals of his own compositions during the coming months, for which invitations will be issued.

LION TRAINER INJURED.

Ray Fils, the daring animal tamer, who was seen here with Bostock's Animal Show at the Grand some time ago, was terribly mangled by one of his lions in Toledo on Tuesday. His recovery is at the trainer, who made up as a rube, performed daring feats in the lions' den. He also worked with a large bear, a hyena and several other animals. He appeared to be devoid of fear, and would rush into the cage any time unharmed. While here, his wife's pet dog wandered into a den of eight lions, and Fils without hesitation sprang into the cage and saved the dog. In Toledo Fils was going through his act when one of the big lions attacked him. He was thrown on the floor, but the attendants opened up the exit and allowed the other animals to leave the arena, while Fils kept firing his revolver in the face of the lion which attacked him. In this way his life was saved, sholder and back were terribly lacerated by the infuriated animal.

BLACK KNIGHTS' OFFICERS.

A meeting of Covenant Precinctory, No. 346, R. B. P. of Ireland, was held last night, when the election of officers for 1907 took place as follows: W. P. S. K. George Geoghegan re-elected; D. F. S. K. W. B. Walker re-elected; Charles E. George, Lodge re-elected; S. K. R. Decoursey, re-elected; treasurer, S. K. Joseph Murray; lecturers, S. Ks. Wood and O'Neill; St. Bearers, S. Ks. J. Walker and T. Tydd; pursuivant, S. K. J. McKenzie; commiserator, S. K. W. Aitken; McKay; Langford, Long, Taylor, McVenna and Johnston.

FREEDOM WAS BRIEF.

Last night, Charles Williamson, a youth who escaped from Mimico on Monday last, was captured by Detectives Egerton and Nickle while enjoying the pleasures of life in an east end suburb. Williamson was sentenced to a term in Mimico a few weeks ago for stealing turkeys from a Pere Marquette car, but before becoming reconciled to his new surroundings, succeeded in making his escape. He is a boy of 17, and will probably be returned to Mimico immediately.

CHRISTMAS TREE AT BARRACKS.

The children of the non-commissioned officers and men of Wolsey Barracks were given their annual Christmas treat yesterday afternoon. The celebration was held in one of the rooms in the Barracks, which was fully decorated for the occasion with evergreen flags and bunting, and prepared to make an ideal hall for the Christmas tree, which was loaded with beautiful presents of every description. After the children with their parents had gathered in the room, about 75 persons all told, Santa Claus entered and distributed the presents. The remainder of the afternoon was spent in games and a general good time, after which the children returned to their quarters.

SILVER WEDDING

Mr. and Mrs. Wm. Howe, of "Maplewood," Celebrate it.

Mr. and Mrs. William Howe celebrated the 25th anniversary of their wedding on Friday evening at their home, "Maplewood." Many and costly were the presents bestowed upon them, showing the high esteem in which they are held by their many friends.

A beautiful silver tea service from Mr. Howe to Mrs. Howe was among the presents, while Mr. N. F. Babb, of Stratford, presented a handsome silver tray.

At 6 o'clock in the evening the 100 guests entered the beautifully decorated dining-room, where, after having done justice to a sumptuous repast, which was served by the young ladies, all participated in a programme of songs and music, in which Mr. and Mrs. Matheson, of Goderich, provided music on the violin and organ; Misses Mima and Jessie Dennis rendered a vocal duet; Mr. Fletcher Johnston rendered solo; and Misses Mima, McKay, McMillan, Mrs. J. N. Ratz, and Miss Edna Dennis also gave vocal and instrumental selections. Addresses were given by Rev. Mr. Hunter, Mr. E. Dennis, Mr. J. Forbes, Mr. J. Bean and Mr. J. B. Burt.

Among those present were friends from Goderich, Beachville, Tavistock, Stratford and other nearby towns.

AULT-GILLESPIE

Wedding at Saskatoon of a Former Young London Lady.

The Saskatoon Daily Phoenix has the following account of the wedding of the daughter of Mr. and Mrs. C. A. Gillespie, formerly of this city:

"A very attractive house wedding took place this morning at 10 o'clock at the home of Mr. and Mrs. C. A. Gillespie, when their only daughter was married to Mr. Zenas Gurley Ault. Only a few intimate friends of the bride and groom gathered to witness the ceremony in the domestic home. The decorations were of carnations, roses and ferns. Rev. M. M. Bennett performed the ceremony. The bride was gown in a cream-tinted silk costume made in princess style. Her traveling suit was of navy blue velvet. The happy girl's bride received pretty gifts from more than a hundred friends—there were presents of cut glass, of hand-painted china, of fine linen, and of heavy silver. The bride's gift from her father and mother was a handsome diamond ring set with pink trimmings, and a mink muff. Prominent among the gifts was a very beautiful fern stand decorated in sapagadon design. Mr. and Mrs. Ault left this afternoon on a fortnight's trip eastward."

FRENCH TRAINS ARE VERY FAST

Record Run of a Funeral Special to Catch Boat—American Engines Used.

Paris, Jan. 2.—The body of a dead American has made the swiftest railway run of the whole world.

Cook's agents hanging round the Paris Gare St. Lazare tell the story. Some say it was the mortal remains of Mrs. Strong, the daughter of John Rockefeller. Others say it was the body of a man—"an American, a millionaire; I never heard his name before." It may be; there are many such. The French railway people will tell nothing to admit the facts would be confession that the French law's 75-mile-per-hour limit had been broken flagrantly by a special train in long spurts over the most important roadbed in France.

Let the dead, therefore, rest after its all-record-breaking dash to catch an English boat.

But is it not an awful picture—the impressive corpse alone in its car, crashing onward, faster, faster, to make the connection that will give it peace in its own hallowed home soil?

The peculiar incident has very much struck the Parisians, and all the more so as it illustrates the terrific speeds French railways are attaining. It was a special funeral train of two cars, starting Paris a few minutes ahead of the "train de luxe facultatif," of the Mediterranean-Calais express, itself the fastest train in Europe, with one of the fastest long breaks in the world. It does the 115 miles between Paris and Amiens in 77 minutes (62.2 miles per hour), and the whole 135 miles in 130 minutes.

The corpse did it in just two hours and a half, or 150 minutes, making the sustained break of 135 miles at the average of 72 miles, and when the first wonder of it passes the question arises, how have French railroads suddenly attained such sensational speeds over their curving and otherwise inferior roadbeds?

The tale dates back to July 1, 1899, when only one French company could show a "platform-to-platform" run at fifty miles per hour. A few years previously a railway congress happened to be sitting in Paris when the east and west coast English lines were racing to Aberdeen. The phenomenal speeds attained by the Scotch flyers were eagerly discussed by the French officials, who deplored that nothing approaching them could be attempted on their lines.

Within five years, nevertheless, the impossible had come to pass by way of a combined surprise, and makeshift. Somewhere around 1899-1900 two of the French state lines found themselves in the predicament of being refused locomotives by all the French makers. Arguing that the state of the home business, they had refused to enlarge their plants or to work overtime. They told their customers to wait.

Now the French Government is, after all, not to be turned down in this style, and the Croisettes railway. So, before the Croisettes knew what was going to strike them, both the state and the Orleans lines had bought a number of high-speed American-built locomotives. A small row was raised at the spectacle of a government discriminating against its own industries, by spending home money outside the jurisdiction. In parliament the question was asked.

In the reply France learned incidentally that the new locomotives were of the type that draws the Atlantic City express at the rate of nearly seventy miles per hour over a sixty-mile run. That such a speed, however, is done in America only on specially prepared high-speed tracks and with a loading gauge that permits the use of heavy rolling stock was a detail not overmuch dwelt on.

A Big Catastrophe.

One of the first results was a catastrophe that permanently sickened two French lines—the Orleans and the Midi—of excessive velocities. Within a year after the adoption of American-type locomotives the Sud express, between Bayonne and Dax (a thirty-one-mile spur), was averaging fifty-seven miles per hour, and the sixty-seven miles Morcaux-Bordeaux break was negotiated at no less than sixty-three miles per hour.

It was between Bayonne and Dax that the historic accident occurred. The Sud express simply dashed off one of the road's abrupt curves at a tangent. No satisfactory explanation has ever been assigned, but I have heard that the roadbed had been undermined by water from a spring that suddenly trickled through the rocks at one side.

At any rate, the Sud express does Paris-Bayonne at an inclusive average of fifty miles per hour.

Another swift French train is the express for the Belgian frontier. It is timed to run from Paris to St. Quentin, 96 miles, in 59 minutes, and from St. Quentin to Jounment, 52 miles, in 58 minutes.

In regular service this one company of the north shows by its time tables fifteen runs at 56 miles an hour and upward, eleven above 57 miles an hour, eight at 58 miles an hour and upward, three above 59 and two above 60 miles an hour.

Some Smart Runs.

In spite of its decelerated timings, the down trip of the Sud express still furnishes a cluster of fast breaks that have no equals elsewhere. They are Orleans-Tours, 70 miles in 72 minutes; Tours-Poitiers, 63 miles in 63 minutes; Poitiers-Angoulême, 71 miles in 74 minutes; and Angoulême-Bordeaux, 87 miles in 91 minutes. The through Scotch express have no run of any length above 54 miles per hour. An English expert who has been over here looking up the question, explained to me that the superior French speeds partly by the greater weight of English trains. The Paris-Calais train weighs never more than 170 tons; the Sud express never weighs more than 160 tons; the Riviera Rapide of the P. L. M. weighs 180 tons—two baggage cars, one dining car, one drawing-room car and two "salon sleepers." On the other hand, the Flying Scotchman weighs at least 220 tons.

These high speeds in comparatively lightweight trains, over still rather in-

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NATURAL MUSKRAT—Select let-down skins, satin lining, silk girdle, 24 inches long.....\$50.00