

47th YEAR, NO. 20173

THE ADVERTISER, LONDON, ONTARIO, TUESDAY, DECEMBER 27, 1910—TEN PAGES.

PRICE TWO CENTS.

**WILLIAM HESLOP
REFUSED BAIL****Man Charged With Assaulting
and Wounding Appears
in Court.****FOWLER IS RECOVERING****Although There is a Danger of Blood
Poisoning Settling In—Heslop
Remanded Till Friday.**

William Heslop, charged with assaulting and wounding James B. Fowler, in a Saturday night brawl in West London, was refused bail in the police court this morning.

While his victim is recovering, according to reports from St. Joseph's Hospital, there is thought to be a possibility that blood-poisoning from the knife with which he was wounded, or erysipelas from the cold to which his wounds were for a time exposed, may set in.

Considering the seriousness of the charge, Crown Attorney McKillop was of the opinion that bail should not be accepted.

Mr. J. M. McEvoy, counsel for Heslop, tried hard to have his client released on bail, on account of the injuries which the prisoner sustained himself, but was unsuccessful.

Remanded Till Friday.

Heslop was remanded by Magistrate Beattie until Friday, Dec. 30, when informed by Mr. McKillop that bail was refused, he remained outwardly quite calm, but the expression of his face showed how fully he realizes the seriousness of the charge against him. He walks with difficulty, having received a deep laceration in the thigh, when breaking through the plate glass window. His other injuries are all slight.

Heslop's wife is reported to have left town, and his two little children are being cared for by friends. The police claim that no special significance is attached to Mrs. Heslop's disappearance, and that her presence at a witness will not be an essential feature of the trial.

The Patient.

Last night Fowler spent a good night in the opinion of the nurses and doctors at St. Joseph's Hospital. The hospital doctors do not look for any complications to set in, which might make Fowler's condition much more serious.

**THE DIRECTORS ADMIT
BANK'S INSOLVENCY****To Expedite Court's Action in
Farmers' Bank Case—No
Double Liability Call.**

Toronto, Dec. 27.—The directors of the suspended Farmers' Bank of Canada have formally admitted that the bank is insolvent. This was done at a meeting held after application had been made by a creditor to Mr. Justice Riddell for a winding-up order. The motion was not dealt with, and the directors, according to the curator, Mr. Geoffrey T. Clarkson, formally admitted the insolvency of the bank in order to clear the way for a winding-up order.

Other matters concerning the position of the bank were discussed at length, but with regard to them Mr. Clarkson had nothing to say. In view of the suspension of the Farmers' Bank interest attaches to the progress of the liquidation of the Sovereign Bank, which closed its doors in 1908. In the two years following the bank's suspension the liabilities were reduced from fifteen millions to five millions. The remaining assets were not of so liquid a character, and it is expected that the reduction of liabilities has been somewhat slower.

The developments of the past year, however, have been fairly satisfactory, and it is anticipated that the bank's remaining liabilities of the bank will be discharged without any further call upon the shareholders. It is understood that the Alaska Central Railway in which a large portion of the bank's money was invested, will yet be disposed of at a good figure. Negotiations are said to be under way with the United States Government for certain mining privileges in Alaska, which, if secured, will pave the way for the sale of the road to English capitalists.

The Chicago and Milwaukee Electric Railway also promises to make good its bonds, of which the bank is the principal holder. The chief trouble with this road has been the lack of an entry into Chicago, but it is understood that at the sacrifice of its common stock the Chicago and Milwaukee is about to secure an entrance into the metropolis over one of the elevated roads.

During the past year a large sum of money has been returned to the Sovereign Bank by a Toronto firm. This loan had been figured among the bank's assets at considerably less than its face value.

The November statement of the bank showed liabilities of \$4,279,777, a reduction of \$70,721 during the year. The assets were \$3,856,107, a decrease of \$1,011,900, principally in the current loans account. The bank is still carrying nearly \$4,000,000 in overdue debts, the reduction being only a little more than \$25,000 during the year. A large number of these overdue debts will, it is considered, have to be written off.

FOUGHT TOO HARD.
Greenburg, Wis., Dec. 27.—Johnny Farmer, of Greenburg, 18 years old, died today of injuries received here last night while fighting a six-round bout. Hemorrhage of the brain of over-exertion, it is said, caused death. A coroner's jury will investigate the case.**FIGHTS PROVED FATAL.**
Waycross, Ga., Dec. 27.—Two persons are dead and two others dying as the result of fights in and about Beckett, southeast of Waycross, during the past 24 hours. The dead are Walter Allen and Denis Crews. Allen was shot by Crews, who in turn was shot by the dying man when he fell.**C. P. R. ROUTE
MAY BE CHANGED****Survey Is To Be Made From
London Looking to a
Better Grade.****MOST IMPORTANT MOVE****Entire District From Toronto to
Windsor May or May Not Be
Affected.****[Special to The Advertiser.]**

Toronto, Dec. 27.—When General Manager David McNeill, of the Canadian Pacific Railway Company, announced in Toronto some time ago the intention of the company to seek out a new route between Perth and Oshawa, it was thought that the company would attempt during next year, or at the latest, to construct an alternative route and practically a double-track road between this city and Montreal. It would also open up a new route between Perth and Oshawa, and it was thought that the company would attempt during next year, or at the latest, to construct an alternative route and practically a double-track road between this city and Montreal.

It appears now, however, that the scheme under consideration by the Canadian Pacific is much more comprehensive, and that in addition to the construction mentioned, a new parallel line will be laid down on the Windsor line west of West Toronto to Cooksville, or some distance beyond, and a new survey made to seek out if possible a better grade for the line between that point and London.

It is understood that this is being seriously considered by the management. The line west is now double-tracked to about one mile west of Ilderton Junction. From there on to Cooksville the country is fairly level, and on that account it is natural to assume that the double-tracked line will be ascertained to be a better grade than the line now in use. But from that point westward there are many serious difficulties for the construction men to overcome, and it is said that before continuing the line in that direction, it will be ascertained that whether the existing line is the best obtainable for the future. After London is passed, or rather Hyde Park, the line grade becomes very steep again. Windsor railway has a grade that does not exceed, in any direction, three-tenths of one per cent. This section will also, of course, in the future come in for double-tracking, but at present the grades are so easy that the work would be unnecessary. The laying down of an extra pair of rails between Toronto and Cooksville, however, would simply compound the problem of handling the great volume of freight moving between this city and the west.

Easy Grades Wanted.
The question of a union station is again revived by the announcement that the C. P. R. intends to make changes in their line entering this city. The company are handicapped, as the Grand Trunk were some years ago, by the heavy grades into the city. From London to Hyde Park there is a very steep grade, and a yard engine is constantly employed assisting trains up the hill.

The same is true east of the city, but the grades are not so heavy there. In order to overcome these grades the company will either have to elevate their tracks, come in over the Grand Trunk, or strike the city in some other direction.

The steep grades prevent the company from handling freight trains of the capacity of other roads, it is claimed. The Grand Trunk, a prominent local official stated, could not handle C. P. R. freight through this city owing to the lack of room, and the increasing demands of their own traffic.

And there is little chance of the company changing the route to enter the city either to the north or south with any better results than can be obtained from the present line.

May Elevate Tracks.
"It only remains for the company to elevate their tracks the same as the Grand Trunk have had to do," said a railroad man to The Advertiser. "It would not be quite so great a problem as the Grand Trunk faced, but it would be a large one. This would give the company plenty of room for double tracks, and the results would amply repay them for the investment. I do not think there will be a union station here for some time, although it is possible that in the near future the city will have a north-end track and a south-end track, and the Grand Trunk will be able to handle its freight through the city without any further trouble."

The company is also pushing vigorously the construction of the new grain route from Victoria Harbor to Bethany. The line will be made in a short time, and it is expected that the movement of freight is the only thing to be considered at the present time, but it is quite probable that some of the passenger trains will also be switched along the new cut-off in the near future, and that a rearrangement of the whole Toronto service of the Canadian Pacific will be made in a short time.

The company is also pushing vigorously the construction of the new grain route from Victoria Harbor to Bethany. The line will be made in a short time, and it is expected that the movement of freight is the only thing to be considered at the present time, but it is quite probable that some of the passenger trains will also be switched along the new cut-off in the near future, and that a rearrangement of the whole Toronto service of the Canadian Pacific will be made in a short time.

HOPE TO SETTLE**Differences Between Railroads and
Employees Will Be Arranged.****[Associated Press.]**

Chicago, Dec. 27.—At conference today between representatives of the Brotherhood of Railway Trainmen and of the Order of Railway Conductors and a committee of railroad managers, the western railroads hoped to settle the remaining wage dispute on their lines. The amicable settlement reached on Saturday with the Brotherhood of Locomotive Engineers, through Labor Commissioner Charles P. Neill, mediator, it is believed, will pave the way for a similar adjustment with the trainmen, conductors and brakemen employed on the same roads.

Negotiations with the committees representing these two organizations have been in progress for over a month.

**MUNICIPAL LEAGUE
ISSUES ITS SLATE****Seven Candidates for the Council Ap-
proved by the Organization.**

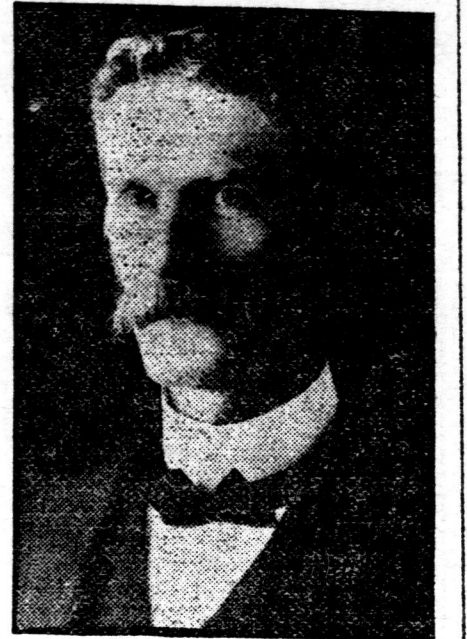
During the past few weeks the Citizens' Municipal League, has been quietly maturing its plans for the present municipal campaign, and it is placing the following candidates in the field for aldermen: Hubert Ashplant, Hubert Ashplant & Sons; James Fitzgerald, 462 Dufferin avenue; William Hayman, 949 Elgin street; James H. Jeffrey, 277 Pall Mall street; Henry Pocock, 23 Redan street; John G. Richter, 398 Piccadilly street; James A. Tancock, 452 Ridout street.

TEUTONIC FOR CANADA.

London, Dec. 24.—The White Star liner Teutonic is being transferred to the Canadian route. Many sailons will be converted to the second cabin accommodation.

SENTENCE WAS DEFERRED.

Montreal, Dec. 27.—Passing of sentence on the men Chevier and Perault, found guilty of abduction in connection with the case of Cecile Michoud, who went mysteriously missing last fall, which has been set for several dates within the last month, was again put over today until Jan. 5.



REV. D. S. HAMILTON,
Of Winnipeg, a Former Londoner,
Who Will Be Tendered a Reception
in This City.

**UNION DEPOT
TALK RENEWED****Now That It Is Stated That the
C. P. R. May Change
Their Route.****MAY ELEVATE TRACKS****It Is Said There Is Now Way to Get
Out of the Present Bad Grade to
the West.**

The question of a union station is again revived by the announcement that the C. P. R. intends to make changes in their line entering this city. The company are handicapped, as the Grand Trunk were some years ago, by the heavy grades into the city. From London to Hyde Park there is a very steep grade, and a yard engine is constantly employed assisting trains up the hill.

The same is true east of the city, but the grades are not so heavy there. In order to overcome these grades the company will either have to elevate their tracks, come in over the Grand Trunk, or strike the city in some other direction.

The steep grades prevent the company from handling freight trains of the capacity of other roads, it is claimed. The Grand Trunk, a prominent local official stated, could not handle C. P. R. freight through this city owing to the lack of room, and the increasing demands of their own traffic.

And there is little chance of the company changing the route to enter the city either to the north or south with any better results than can be obtained from the present line.

May Elevate Tracks.
"It only remains for the company to elevate their tracks the same as the Grand Trunk have had to do," said a railroad man to The Advertiser. "It would not be quite so great a problem as the Grand Trunk faced, but it would be a large one. This would give the company plenty of room for double tracks, and the results would amply repay them for the investment. I do not think there will be a union station here for some time, although it is possible that in the near future the city will have a north-end track and a south-end track, and the Grand Trunk will be able to handle its freight through the city without any further trouble."

The company is also pushing vigorously the construction of the new grain route from Victoria Harbor to Bethany. The line will be made in a short time, and it is expected that the movement of freight is the only thing to be considered at the present time, but it is quite probable that some of the passenger trains will also be switched along the new cut-off in the near future, and that a rearrangement of the whole Toronto service of the Canadian Pacific will be made in a short time.

The company is also pushing vigorously the construction of the new grain route from Victoria Harbor to Bethany. The line will be made in a short time, and it is expected that the movement of freight is the only thing to be considered at the present time, but it is quite probable that some of the passenger trains will also be switched along the new cut-off in the near future, and that a rearrangement of the whole Toronto service of the Canadian Pacific will be made in a short time.

HOPE TO SETTLE**Differences Between Railroads and
Employees Will Be Arranged.****[Associated Press.]**

Chicago, Dec. 27.—At conference today between representatives of the Brotherhood of Railway Trainmen and of the Order of Railway Conductors and a committee of railroad managers, the western railroads hoped to settle the remaining wage dispute on their lines. The amicable settlement reached on Saturday with the Brotherhood of Locomotive Engineers, through Labor Commissioner Charles P. Neill, mediator, it is believed, will pave the way for a similar adjustment with the trainmen, conductors and brakemen employed on the same roads.

Negotiations with the committees representing these two organizations have been in progress for over a month.

**MUNICIPAL LEAGUE
ISSUES ITS SLATE****Seven Candidates for the Council Ap-
proved by the Organization.**

During the past few weeks the Citizens' Municipal League, has been quietly maturing its plans for the present municipal campaign, and it is placing the following candidates in the field for aldermen: Hubert Ashplant, Hubert Ashplant & Sons; James Fitzgerald, 462 Dufferin avenue; William Hayman, 949 Elgin street; James H. Jeffrey, 277 Pall Mall street; Henry Pocock, 23 Redan street; John G. Richter, 398 Piccadilly street; James A. Tancock, 452 Ridout street.

TEUTONIC FOR CANADA.

London, Dec. 24.—The White Star liner Teutonic is being transferred to the Canadian route. Many sailons will be converted to the second cabin accommodation.

SENTENCE WAS DEFERRED.

Montreal, Dec. 27.—Passing of sentence on the men Chevier and Perault, found guilty of abduction in connection with the case of Cecile Michoud, who went mysteriously missing last fall, which has been set for several dates within the last month, was again put over today until Jan. 5.

**JARDINE'S BROTHER MARRIES
SISTER OF MURDERED GIRL****Her Father Sought to Delay Wedding, But Was Too Late to
Stop It—The Girl Was Not Missed Until
After the Ceremony Was Over.****[Special to The Advertiser.]**
Goderich, Dec. 27.—Albert Jardine, brother of Punk Jardine, now lying in jail waiting his trial at the spring assizes for the murder of Lizzie Anderson, was married yesterday to Miss Robina Anderson, sister of the murdered girl, Lizzie Anderson. The ceremony was performed by Rev. Mr. Ross, the new incumbent of the Presbyterian Church. Mr. Anderson, father of the murdered girl, missed his daughter Robina, and found the couple staying with friends. He sought to prevent or delay the marriage, but was too late to do anything.**MRS. HESLOP STOPPED AT BORDER
BUT LATER ALLOWED TO PASS!****It Is Now Alleged That Steps Will Be Taken to Have the
London Woman Sent Back to This Country.**

Nobody seems to want Mrs. Heslop, the woman over whom two West London men engaged in a sanguinary conflict on Saturday night.

The local police, not considering her presence essential to the trial of her husband, left her free to leave town of her own sweet will. Feeling very badly over the little occurrence of Christmas eve, Mrs. Heslop left Sunday night on a late train for Chicago. Early Monday morning she was held at Windsor while attempting to cross into the United States.

After waiting for several hours, however, she was allowed to proceed on her way to Chicago, the American officials keeping track of her nevertheless. A late dispatch states that the United States Government officials, having regretted admitting her to their territory, will take steps at once to have her deported back to Canada.

**RATE OF TAXATION FOR 1911
MAY BE REDUCED A MILL!****This Is Provided All Goes Well With the Niagara Power Scheme
City Is Now Paying For Power.**

The council of 1911 will have a good sum of money to commence with, and there is no reason why the tax rate next year should not be reduced a mill, at least.

The sum of \$11,000 will come to them as a legacy from the present council. The assessment has been increased a million and a half, which means that \$30,000 at least in taxes will be added next year to the city's revenue.

With over \$40,000 to start with, there is no reason, as pointed out, why the tax rate should not be lowered. The amount necessary to be raised for local improvement debentures will not be as great as this year.

The board of education will not demand so much as in 1910, as they will have about \$45,000 to begin the year with, that being the amount of their surplus this year.

The other spending bodies will ask about the same as usual, and consequently it will not be a difficult task to keep the rate within moderate bounds.

**WANT RAILROAD SLATE
CLEAN BY JANUARY****Men Anxious About Rules.
Not Wages.****[Associated Press.]**

Chicago, Dec. 26.—With the wage controversy between the western railroads and locomotive engineers again in question, the men are anxious to resume negotiations with the trainmen and conductors, in the hope that the slate may be wiped clean by the new year.

Seventy-five thousand trainmen and conductors on all the railroads west of Chicago are involved in the controversy. They are demanding a wage increase of about 10 per cent. On account of the critical stage which the negotiations with the engineers reached last week, conferences with the trainmen and conductors were temporarily adjourned. They will be resumed tomorrow, and it is expected that before the end of the week an agreement may be reached.

The Brotherhood of Railway Trainmen and the Order of Railway Conductors are acting jointly in the negotiations. The managers, it is understood, have offered the men a flat increase of 10 per cent, but the offer does not include any change in working rules. As each rule means money to the men, they say they are more anxious about rules than they are about an increase.

So far the conferences have been marked by harmony, and it is said there is little danger of a break.

**ENGINEER GRAHAM
IS LEAVING LONDON****Does Not Like Municipal Work, After
Hearing the Crowd Debate.**

Mr. R. E. Graham, who has been in charge of the installation of the electrical machinery at the Horton street station for some time, will leave the city early tomorrow, leaving for Winnipeg on Thursday, where he will in future be employed.

The work will be taken up by Mr. Willis Macchabian, the recently-appointed electrical engineer. Mr. Graham, who is an American, is highly spoken of, both by the water commissioners and the staff, and they are all sorry to lose him. An effort is being made to have him remain, but he had the prior offer from Winnipeg and decided to accept it.

It is also intimated that he does not like going the rounds that after listening to a debate of the council, in which the engineers figured, he promptly notified the commissioners that he would under no condition accept a position here.

WILL GROW COTTON.
Amur, Dec. 27.—Java Chinese are planning the cultivation of cotton on an extensive scale in the province of Fukien.**PUBLIC MEETINGS
NOT IN DEMAND****Mayor Had Proclamations Ready
But Were Not Asked
For.****A VERY QUIET ELECTION****Dog Show in City Hall on Thursday
Night Would Prevent a Meeting
Being Held There.**

It is not likely that there will be any public meetings this week to discuss municipal matters. Mayor Beattie had proclamations ready to hold a meeting in the East End Hall on Wednesday night, and in the city hall on Thursday night, but they have not been issued owing to the fact that there has been no demand whatever for meetings.

It has also developed that the dog show on Thursday will prevent any meeting on that night in the city hall. "There does not seem to be any demand for meetings," said his worship. "I do not think there will be any discussion of public questions in the East End Hall on Wednesday night, but the city hall could be secured for Friday night, but it does not seem at all likely that there will be any request for it."

Thus it looks as though the present election will be noted as one of the quietest in the history of the city. There are no surface indications of undue excitement over the results, although there are many undercurrents. The candidates are all doing some very quiet missionary work, however, and there is liable to be some interesting developments on Monday next.

**MILLIONS INVOLVED
IN BANK SUSPENSION****Northern Bank of New York
Has Suspended Payment.****[Associated Press.]**

New York, Dec. 27.—The Northern Bank of New York and City, which has several branches in Harlem and the Bronx, was taken possession of today by the Superintendent of Banks. The institution has deposits aggregating over \$5,000,000.

The following statement regarding the suspension of the Northern Bank was made today by Superintendent of Banks Cheney:

"The superintendent of banks this morning took possession of the Northern Bank of New York, the main office of which is located at 217 West One Hundred and Twenty-Fifth street, with nine branches, situated at various points throughout the city.

"The banking department has been conducting an examination of this institution for several days, and because of discovered conditions and also certain irregular transactions that have taken place during the past few months, it has been in progress, the superintendent of banks deemed it necessary to take possession for the protection of the depositors.

This institution has a capital of \$700,000 and a reserve fund of the same amount. Its last published statement, Nov. 10, 1910, of \$18,863,111. Its deposits at that time were \$5,125,758.62."

**NEW PUMPS ARE
NOW BEING RUN****Water in Reservoir at Springbank
Was Reduced Two Feet.**

The new pumps at the Horton street plant are working well, and yesterday were run from 1 p.m. to 6:30 o'clock this morning.

The effect of this was to raise the main reservoir 2 feet, there being now twelve feet of water at Springbank. The pumps are replaced, and the last possibility of a water famine, has, it is said, been removed.

"The machines are working well," said Manager Dark. "We pumped a long stretch of water from the water rose rapidly in the reservoir. In a week or two we will be pumping 24 hours a day, and this, I think, will furnish plenty of water for the citizens."

**WINDSOR MAY GET
ESSEX OFFICIALS****Decision in Tobacco Case Greatly En-
hances City's Chances.****[G. N. W. Dispatch.]**

Windsor, Dec. 27.—Prospects of satisfactory arrangements being made for housing Essex County officials in this city are greatly enhanced by a Toronto divisional court decision in the appeal by Joseph Appelle, of Windsor, in his suit against the Erie Tobacco Company to restrain the company from creating a nuisance in the rear of Sandwich street business places.

The company has six months in which to abate the nuisance or seek new quarters, and it is considered probable the latter course will be taken. In the event of the tobacco company abandoning its premises, the building, which has become the property of Appelle since the suit was started, will be offered as a location for county offices.

**100 YEAR OLD WOMAN
SAW SON SHOOT WIFE****Murderer Then Turned Gun on Him-
self and May Die.****[Associated Press.]**

Pittsburg, Dec. 27.—In the presence of his mother, 100 years old, James Mitchell, aged 60, a Pittsburg and Lake Erie Railroad engineer, today shot and fatally wounded his wife and fired two bullets into his head, from a heavy revolver. When Mrs. Mitchell was preparing breakfast, Mitchell, it is alleged, entered the kitchen of his home in Sheridan, and began shooting. His mother was sitting at a table and endeavored to prevent the tragedy. Mitchell and his wife were taken to hospitals.

**JACK TARS FIGHT
WITH GUN-RUNNERS****British and Arabs Clash On the
Persian Coast.****3 DHOWS DESTROYED****Fourteen Britishers Killed or Wounded
While Enemy Suffered a Loss
of Forty.**

Bushire, Persia, Dec. 26.—A landing force from the British cruiser Hymettus had a furious brush with Arabian gun runners on the southern coast of Persia today.

Fourteen of the British were killed or wounded. The Arabs lost forty.

The foregoing may be the forerunner of serious difficulties, involving not only Britain and Persia, but British and some of the greater European powers. Germany has long had aspirations in regard to Persia, and the Bagdad Railway is the material fruit of these aspirations.

Dhow Destroyed.
H.M.S. Odin, one of the British vessels engaged in the suppression of the gun-running traffic in the Persian Gulf, recently captured three dhows belonging to the pirate-brigand Sheikh Mazkur, and returned to Lingah with her prizes in tow. Subsequently two of the dhows were burned, it proved that the third had been stolen by Mazkur from some innocent Persians, and this vessel was returned to its rightful owners. The other two dhows were well saturated with kerosene and burned off. Lingah, one of them was tied astern of H.M.S. Fox. When the flames had got a good hold of her a bag of Mazkur's powder exploded, sending up a column of beautiful white smoke from the burning mass. The other dhow was towed in front of Lingah by the steamboat of the Fox, to serve as an object lesson, to the thousands who lined the beach of the determination of the British Government to preserve order on the high seas in and around the Persian Gulf.

Another has prevailed for a considerable time past in Southern Persia, and serious losses have been inflicted on British merchants through the insecurity of the main trade routes between Isfahan and the Persian Gulf, where Persia has utterly failed to restrain the predatory instincts of the lawless tribesmen. As a result, the cost of freight to Manchester shippers has risen from \$2 to \$2.5 a ton, and their steadily decreased in consequence.

**STEAMER ST. DENIS
LOST; 25 ARE MISSING****Wreckage of Ship Found On
Shore About Vancouver
Island.****[Special to The Advertiser.]**

Victoria, B.C., Dec. 26.—Pears that the 400-ton steamer St. Denis was lost were confirmed today by the news of the finding of wreckage marked "St. Denis" on Cape Scott, on the northwest coast of Vancouver Island. The news was received in a wireless message from the steamship Tees off Cape Scott. The wreckage began coming ashore two weeks ago.

The St. Denis is long overdue in Los Angeles from Victoria, and the sighting of a large mass of wreckage far out at sea by the steamer Ayres last week, led to the belief that the steamer had gone down. It is feared that all of the 25 officers and men were lost.

COMES TO LONDON**Mr. F. D. Copeland Will Manage East
London Branch of Bank of Toronto.****[Special to The Advertiser.]**
St. Catharines, Dec. 27.—Mr. F. D. Copeland, accountant of the Bank of Toronto, received notification today of his appointment as manager of the Bank of Toronto branch at London, East. He will take up his new duties in a day or two. He has been a very popular citizen and will be missed in the town he leaves behind.**A PRESENTATION TO
MANAGER MINNINNICK****Mr. and Mrs. Minninnick Pleasantly
Surprised on Monday.**

Manager John R. Minninnick, of the Grand Opera House, was pleasantly surprised by the stage hands and other members of the staff Monday afternoon at the close of the matinee, when he was presented with a fine gold and pearl-mounted umbrella for himself, and a seven-piece cut glass berry set for Mrs. Minninnick.

Mr. James Grewell, leader of the orchestra, read an elaborate address on behalf of the donors, in which many nice things were said of the manager, who is known to all his acquaintances as a prince of good fellows.

**REV. D. S. HAMILTON
WILL TAKE A BRIDE****Former Pastor of First Congregational
Church To Wed a Pond
Mills Lady.**

Friends of Rev. D. S. Hamilton, formerly pastor of the First Congregational Church, this city, who was removed to Winnipeg a year ago, are arranging for a big reception to be held in his honor at the First Church schoolroom Thursday evening.

Rev. Mr. Hamilton, who is one of the most popular clergymen ever located in this city, is to be married next Saturday to a Pond Mills, Ont., young lady. Short addresses will be delivered at the reception by Rev. J. G. Inkster, of First Presbyterian Church; Rev. R. Ross, of St. Andrew's, and Rev. J. G. Stuart.