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The Toronto World.

A STARTLING NOVEL
"Miss Mephistopheles"
By the author of "The Mystery of a Hansom Cab." Red Letter Series.
At all bookstores. Price 30 cents.

ELEVENTH YEAR. SATURDAY MORNING, MARCH 1, 1890.—EIGHT PAGES. ONE CENT.

EXPLODED CLUES

Who Is the Victim of Blenheim Swamp?

AN ENGLISHMAN DOWN TO THE BOOTS

But the Mystery as to His Identity as Dark as Ever—Not a Moulder, Not a Jewelry Peddler, Not a Wandering Hebrew, But a Young Man Who Is Evidently of High Station in His Native Land—A Complete Description of the Body, the Clothing and His Effects—Government Officer John Murray on the Trail.

GOVERNMENT Detective John Murray, who has been engaged for the past few days in an endeavor to establish the identity of the unknown man found murdered near Princeton, was in the city for a few hours yesterday and left again for the scene early this morning, with a view to secure some tangible evidence likely to lead to the identification of the young man so cruelly done to death. The result of his enquiries so far have been to clearly establish the fact that the victim was a recent arrival from England, and a man who had never performed any manual labor. The hypothesis advanced early in the week that he was a moulder; that he was a Jew; that he was a jewelry peddler, and that he had been identified as Oscar Scarff, a sealer recently returned from British Columbia, have all been proven to be chimerical, and once the detective succeeds in revealing the circumstances leading to the deep damnation of his taking off, it is expected that one of the most sensational and interesting cases on record will be developed.

Careful and thorough enquiry in the vicinity of Princeton has thus far failed to afford any clue to the identity of the deceased and the impression of the detective is that he had only arrived from England a few days before. No person seems to have seen him around the neighborhood.

Found in a Lonely Spot.

The spot where the body was found is the most lonely and unfrequented in Oxford. It is known as the "Blenheim Swamp" and is located on lot 22 on the second concession of Blenheim township, between three and four miles west of Princeton. The road has only been opened a short time, which would indicate that whoever deposited the body where it was found was thoroughly familiar with the locality. The body was lying on a pile of brush five or six rods from the concession road, from which it had been carried by two parties, whose tracks in a diagonal course were clearly discernible. There is no doubt in the mind of the detective that the murderers intended to deposit the body in a small stream known as "Swamp Lake," which local tradition says has no bottom. A recent fire caused a deposit of rubbish to accumulate, and finding their passage impeded the men laid their burden on the ground.

The exact time of the commission of the murder has been pretty well fixed. The body, as stated a day or two ago, was found buried in a deep drift on Friday morning. It was proved that the man had only been dead about 12 or 15 hours, certainly not more than 24 hours. There was ample testimony to prove that the body was placed there either Wednesday night or Thursday morning, as the previous night there was a heavy rain and sleet storm and the appearance of the body showed that it had not lain out during the continuance of this.

Detective Murray had the remains attired in the clothes worn in life and arranged as life-like as possible and a number of photographs were taken. The photo differs greatly from the one secured at the inception of the investigation. One of these latter pictures has been left at The World, where it can be seen. It is uninistakably that of a young Englishman of good family. The theory of Mr. Murray is that the man was killed somewhere in the vicinity and carried to the spot found, and that the murderers were thoroughly acquainted with the locality.

Two Men Under Surveillance.

The actions of two men named George Baker and Robert Caldwell on the Wednesday night preceding the discovery of the body have, whether justly or not, brought them under surveillance, but their names have not as yet been connected by the authorities with the commission of the crime. Baker is a resident of the vicinity of Woodstock. Caldwell formerly resided in Blenheim township, but of late has been working on the tunnel at Sarnia. He came to Woodstock a few days ago. The night of Wednesday (the 19th) they were around drinking in Woodstock and visited a number of livery stables in order to secure a conveyance to drive to Princeton, as they said. They eventually obtained a rig at Hood's. At 1 o'clock Thursday morning they appeared on the Governor's-road, which runs parallel with the second concession (the two being connected by a side road), and calling up James Kipp, a wagon maker, who resides eight or nine miles from Woodstock, enquired the way to Princeton and invited Kipp to have a drink. Kipp knew both men were thoroughly acquainted with the road and told them so. Half an hour later, a short distance further along the road, they roused up Farmer Lancaster, where they again enquired the road and invited Lancaster to drink with them. They received the same answer. At 3½ Baker and Caldwell arrived at the Atkinson House in Drumbo, awoke the landlord, James Atkinson, and had several drinks. They remained there until 9 o'clock without breakfasting, when they left on the return journey for Woodstock. The men have not the best of reputations. The general impression among Drumboites was that both men, though sober, were playing the "drunk" racket. After they went outside some people in the hotel remarked that a robbery or some other depredation must have been afoot if they were out together. The explanations given by these men to the detective are said to be anything but satisfactory, and while they may be perfectly innocent, and perhaps are, it is proposed that they shall give a clearer explanation of the reasons for their conduct.

A Description of the Dead Man.

About 23 or 24 years of age; height 5 feet 7¾ inches; weight 148 or 150 pounds; profusion of dark brown hair; muscles of arm and breast well developed, as if accustomed to athletic exercise; scar about 1½ inches in length on right leg about six inches above the ankle; hands soft and fine, as if those of a gentleman in good circumstances; finger nails well trimmed as if given considerable attention; very prominent Roman nose; lips a little large; face slightly tanned; skin on body white and soft. He had no beard or moustache, having evidently been shaved a day or two previously.

His effects consist of:

Suit of very best English gray striped tweed, probably West of England tweed.

White shirt, with high stand-up collar, both evidently of English manufacture. Piece cut out of collar where initials had been.

Undershirt and drawers, very fine English flannel; piece removed with scissors from bosom of shirt, evidently contained initials.

Dark brown knitted socks; name removed from front.

Pair of English laced walking boots, slightly worn on inside of soles as if wearer had been in habit of wearing overshoes.

Waterproof ulster with cape, evidently made in London, Eng., as contained half-moon shaped trade mark of English manufacturer.

Brown Christy hat of latest pattern.

Dark blue necktie with white spots.

Pair milky-pearl cuff buttons with silver setting, engraved "W. West."

Plain gold shirt studs.

Gold ring (English) with bloodstone, marked 18 carat.

Found beside the body: Brown leather cigar case, with name "F. C. Benwell" written with ink in easy flowing hand, showing writer to have been clever with the pen. The case contained one mutilated cigar.

Cherry wood cigar holder.

Heavy gold plate in mouth, containing three false teeth, two on left side and one on right side. Evidently English workmanship and very fine.

Pair of eye-glasses, suitable to a person slightly short-sighted.

Mr. Cheesewright, an English tailor and an old resident of Princeton, examined the clothes of the murdered man this morning and says they were made in England. He would swear to the fact.

Recalling the Murder of Marshall Piggott.

The mystery surrounding the identity of the dead man brings to mind the murder of Marshall Piggott, the demented Malahide farmer. Early in 1884 the corpse of a man with his skull crushed and his body tied with ropes was washed ashore at Long Point. For months no clue as to his identity could be obtained. Detective Murray took charge of the case and finally Lavina Piggott of Nilestown thought the body might be that of her son Marshall, who had mysteriously disappeared. The body was exhumed and was identified by the mother and brother of deceased by his pigeon-breast, a peculiarly formed toe-nail, a pair of boots which had been made by an Aylmer shoemaker and a pair of socks knitted by the mother from yarn which she herself had woven. The arrest of Havelock Smith, son of the late Col. Smith, and connected with the most wealthy and highly respected families of Elgin; the legal and medical fight to prove that the body could not be identified after decay had set in, and the two trials of the accused, at which the jury disagreed, are familiar to newspaper readers. The case resembles the Princeton mystery in that at first not the slightest clue to the victim's identity could be found. Perhaps ere many days the death of the adage that "murder will out" will be proven in this case.

Is This a Clue?

Some excitement was created at the Albion Hotel last evening by a report that the dead man resembled both in features and clothing a young man named A. L. Atkinson, who had arrived there on the 13th and registered at the hotel until 12.20 on Monday, the 17th, when he left to take a train for New York, intending to sail on Wednesday, 19th, via the Britannic for London, where he told a number of people he was a passenger shipping agent at 37 Walbrook. Several of the parties who had come in contact with Atkinson recognized the collar and tie worn by the dead man and several peculiarities of his features, more especially the pronounced Roman nose, as characteristic of the young Englishman. The fact that Atkinson wore dark clothing did not have the effect of dissuading their minds of the impression that they had seen the face before. It was too late last night to ascertain whether Atkinson sailed by the Britannic from New York as he expressed his intention of doing.

Atkinson had come to Toronto from British Columbia, and when he left town he said he was going straight to London, having a return ticket.

IT WAS NOT SCARFF.

The Murdered Man's Clothes Were Made in England.

PRINCETON, Feb. 28.—The theory that the man found murdered near here a week ago to-day was Oscar Scarff of British Columbia is completely dispelled by a telegram received from Petrolea, where Mr. Scarff had gone on a visit. He left Petrolea for British Columbia a week ago.

The finding of the bullet hole in the collar of the overcoat disposes of the theory that the man was not murdered with his clothes on. The bullet hole is near the top of the coat collar and is so small that it easily escaped detection.

PETROLEA, Feb. 28.—Oscar Scarff, accompanied by his aunt, Miss Woolsey, purchased two tickets from Mr. Branston, town ticket agent of the Grand Trunk Railway, to Victoria, B.C., on Wednesday, Feb. 19, and left on the noon train the same day. A message was received from him from North Bay announcing his safe arrival there.

It Won't be Found in To-day's Gazette.

The Telegram last evening assured its readers that The Ontario Gazette of to-day would contain this announcement:

His Honor the Lieutenant-Governor in Council has been pleased to appoint Alexander E. Wheeler, John Flett and John Mallon to be license commissioners in and for the city of Toronto.

The World does not pretend to be in the confidence of Mr. Mowat's Government, but it will bet two bottles of wine against a corkscrew that no such announcement can be found in to-day's Gazette. There are no positions on this year's board, as the whole town is aware, is most intense, but as a matter of fact," remarked a member of the Cabinet last evening, "the matter has not even been considered by the council as a council."

See the fine display of umbrellas with gold and silver handles for $2.50 at East's, 336 Yonge-street. 136

Very Important.

Early in March, if the weather keeps mild, the firm of W. & D. Dineen will pack away all their furs. Up to that time bargains will be given in seal mantles, short seal jackets, seal capes, seal muffs, fur-lined circulars and short fur wraps, beaver capes and muffs, storm collars, long boas, gents' fur coats, robes, fur gloves, fur caps of every quality, from the cheap astrachan up to the most valuable sea otter. The stock is still large, new goods being added daily from their work rooms. This firm is one of the largest importers of hats in this city. Their new stock will be opened up in a few days. The store is on corner King and Yonge-streets.

Clearing sale of furniture, upholstered goods, mixed and woven wire mattresses. Buy now at your own price at The People's Furniture Warerooms, 161 Yonge-street.

Erie Railway Flyer Leaves Toronto 2.50 p.m., Arriving in New York 8.20. a.m.

The Erie flyer has become very popular on account of it being the finest train out of Canada. The parlor cars and Pullmans run on this train cannot be equaled anywhere, and Toronto people taking this magnificent train have all day in New York and can return the same evening at 6.18 p.m., arriving in Toronto next morning at 10.25. Secure Pullman berths from Grand Trunk agents.

Advances made on merchandise warehoused with Mitchell, Miller & Co., 45 Front-street east.

The public will miss to-day a well-known business man from his accustomed place at 273 Yonge-street. But although Mr. Colin Skinner has decided to give up his retail establishment he will continue to transact business (both wholesale and retail) by letter, telephone (1127), or in personal dealings at his greenhouses, Yonge-street, north of Mount Pleasant Cemetery. For the convenience of customers, Mr. William V. Cook, chemist, 274 Yonge-street (just opposite the old stand), has kindly consented to take orders.

Since Feb. 1, 1890, three Mutual Accident Insurance Companies have closed their doors in New York City, and yet many Canadians are found to take out accident policies in American Mutual Accident Companies simply because the premium is a little less than that charged by a good reliable joint stock Canadian company, such as is the Manufacturers' Accident Insurance Company, 83 King-street west, Toronto.

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FOR AMERICA'S CUP.

A New Racer Being Built at Fay's—Scraps of Spring Sport—What is Going On in Town.

LONDON, Feb. 28.—Mr. Jamieson is not to be seen, but it is said on good authority that his composite yacht, intended to race for the American cup, is now building at Fays, Southampton. She will be 110 tons measurement with a keel slot centreboard. The greatest secrecy is observed, and the iron shed in which she is is kept strictly locked and carefully watched by day and night, only the owner, builder and architect being allowed to view her. The contract calls for her to be ready in March and she will be launched in April.

Alexander Brown, the celebrated naval architect of London, Eng., is designing the largest sailing yacht in the world. He is to receive £2000 sterling for the design, which he is making for a nobleman. She will be a three-masted schooner in the American style, will measure 500 tons, 141 feet on the water line, 27 feet beam and 14 feet draught. Mr. Brown says that this is the coming style for sea-going yachts which make the tour of the world. She will supply her own gas and have an asbestos fire tank forward, which will be a thorough novelty in marine architecture and fitting.

At Popp's Academy To-night.

A grand contest to-night between Ted Cook and Walter Langhard, Joe Popp and Arthur Stemmer, Joe Popp and Billy Glassfield, Jim Popp and Shortie Robinson, David Leahey and an unknown, Young Jim Popp and unknown. Old Joe Popp will stop any man in Toronto in six rounds or forfeit $10.

Scraps of Sport.

The Winnipeg curlers had an easy win at Ottawa yesterday in the final against Walkerton for the Governor-General's prize: The score was 44 to 22.

During the case of Mr. Abingdon (Baird) versus the Pelican Club at London yesterday, the Marquis of Queensberry refused to swear because he was not a Christian. While the witness sent a note to Lord Dufferin, a friend of the young Dudley, who immediately allowed it to Abingdon (Baird). Queensberry was incensed that he intends to challenge Dufferin to fight a duel in France.

The tenth game of the billiard tourney at New York yesterday was won by Ives from Heiser by 700 to 109. Schaefer won the eleventh from Daly by 500 to 866. To-night Daly beat Heiser by 500 to 402. It was a game of 42 innings.

The Victoria Hockey Club men have postponed their visit to Ottawa on account of the lack of ice there.

The St. George's hockeyists are down for a match in Lindsay to-day.

It was the intention up to noon yesterday for the Ontario curlers to start for Montreal last evening, but in the afternoon Mr. A. B. Russell received a wire from the Canadian secretary that a continual downpour of rain and sleet with weather had completely paralyzed the ice there and then it would be useless to visit Montreal to-day. However, a number of the Toronto and Granites left at 3¾ and will curl if any ice forms.

A small bet at 5 to 1 was laid on Rose Mayblrd yesterday.

The weights for the handicap to be run at the Woodbine May 28 will be published April 18. The purse is $1-00, of which $700 to first, $200 to second and $100 to third.

The O J A. Lominion Handicap of $500, of which $75 to second and $25 to third, will be run on May 24. Open to Dominion bred horses.

The Street Railway Chase is the fifth O.J.C. race. It is for a purse of $500, of which $100 goes to the second horse and $50 to the third.

Winners at Clifton yesterday: Jenvous, Wahoo, Gounod, Darling.

Guerrero still maintains his lead in the Detroit walking match. Score: Guerrero 429, Noremac 405, Cartwright 396, Messter 391, Horan 377, Golden 347, Holobird 320.

Mr. Kennedy of the Franklin House, Markham, will give a two-days' shooting tournament at live and artificial pigeons on Tuesday and Wednesday next.

The Stanley Gun Club will shoot this afternoon at the Woodbine and there will also be open trapshoot at shooting.

The West Toronto Junction Gun Club held their annual shoot yesterday. Mr. Hinton won the silver cup.

The annual meeting of the Orioles of the Toronto Amateur Baseball League was held Thursday evening. The election of officers resulted: Manager, William H. Henty; captain, George Ramsay; assistant-captain, E. Willis; secretary, D. L. Thomson (49 Oak-st.); treasurer, William Mackim; representative umpire for League staff, William Cooper.

Telegraphic Taps.

Dr. E. A. Kilbourne, a noted insanity expert, is dead at Elgin, Ill.

A man supposed, to be Sliopit was arrested at Toledo, Oregon, yesterday

The Northumberland (Eng.) Miners' Association has unanimously decided not to support the movement for a reduction of the working hours to eight per day.

Dr. Norvin Green, president of the Western Union Telegraph Company, inveighed against postal telegraphy at great length before the House Postoffice Committee yesterday.

Sir Morell Mackenzie yesterday was awarded a verdict of $75-0 against Steinhoff for libelous articles in the St. James' Gazette on the former's professional conduct in the case of the late Emperor Frederick.

The official program of the International Labor Conference at Berlin has been issued. The subjects to be discussed are the retaliation of mine work with reference to the prohibition of the labor of women and children underground; the shortening of the shifts in particularly unhealthy mines; the ensuring of a regular output of coal by sculleting the working of the mines to international rules; the regulation of Sunday labor and also the regulation of the labor of children and females.

SHOT AT THE CAPITOL.

An Ex-Congressman Dangerously Hurt by a Pressman's Bullet.

WASHINGTON, Feb. 28.—William Preston Taulbee, ex-Congressman from Kentucky, was shot in the head and dangerously and perhaps fatally wounded at the Capitol to-day by Charles E. Kincard, correspondent of the Louisville Times.

Shortly after noon the men met for the first time since the trouble between them originated about 1½ years ago in the public cabinet by the correspondent of a scandal affecting the moral character of the Congressman, this being alleged unbecoming conduct between Taulbee and a female clerk in the Patent office. The lie was passed, but friends intervened and the men went their ways. An hour later Kincaid, who had armed himself with a revolver, accosted Faulber and when the latter faced him fired with the russlt stated. Kincaid was arrested.

The Claymore-Coriolanus Collision.

LONDON, Feb. 28.—The collision between the steamer Claymore and the ship Coriolanus occurred last Monday 400 miles west of Fastnet. The weather was clear, but a heavy sea was running. The Coriolanus was tacking and the Claymore attempted to cross her bows but failed and the Coriolanus struck her amidship, cutting into the engine room. The ship's bows were crushed to the keel and her bowsprit and foremast were carried away. The crews of both vessels became panic-stricken and rushed for the boats, which were immediately lowered. Many left the vessels without hats or coats. The steamer Queensmore, which was five miles distant, saw the collision and hastened to the rescue. She stood by the Claymore until she sank. The report that the Coriolanus also sank was erroneous as she was seen by the steamer Britannic Wednesday.

A Fine Distinction.

VIENNA, Feb. 28.—At a meeting of the committee of the Lower House of the Reichsrath to-day Count Von Taafe, Austrian Prime Minister, said that in view of the present quiet character of the Socialist movement the Government would consider the question of the partial repeal of the exceptional legislation in regard to socialism provided the Reichsrath passed an anti-anarchist bill. The Prime Minister stated it would be impossible to abolish the exceptional legislation entirely as continuance in some measure was justified by the fear that the movement against which it was directed would degenerate into anarchism.

Back again. The famous and eloquent Rev. J. H. Hector, the Black Knight of the Prohibition Crusade, will speak at the Gospel Temperance Meeting in Association Hall, corner Yonge and McGill-streets, tomorrow at 3 p.m. Everybody welcome. Silver collection.

The Mayor of Blenheim Dead.

BLENHEIM, Feb. 1, 1890, three Mutual Accident Insurance Companies have closed their doors in New York City, and yet many Canadians are found to take out accident policies in American Mutual Accident Companies simply because the premium is a little less than that charged by a good reliable joint stock Canadian company, such as is the Manufacturers' Accident Insurance Company, 83 King-street west, Toronto.

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An Increase of Customs.

The amount of duties collected at the port of Toronto during February was $463,573, an increase of $45,286 over the same month last year.

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New tweed waterproofs, extra large capes, low prices at White's, 65 King-street west. Shirts to order.

The Sheffield House Importing Company (Registered),

65 Yonge-street, below King. New salad bowls, fish eaters, cheese scoops, grape scissors, &c. C. E. Robinson, Manager.

AGAINST THE "V"

Our Railway Magnates Sit On It Heavily.

THE PRESS KEPT OUT OF THE CAUCUS

Sir Joseph Hickson and Mr. Van Horne Do Not Believe in an Elevated White Elephant—The Grand Trunk Does Not Propose to Give Up Its Position on the Water Front, Nor if the Company Knows Itself—And the Conference Therefore Ends in Smoke—A Great Many Great Minds Get Together and Sit On the Whole Scheme.

THE mountain has labored and brought forth a mouse, was the general verdict at the close of yesterday's meeting with the representatives of the Grand Trunk and Canada Pacific railways. The conference, as judged by the result, might just as well have never taken place as far as any advantage to the city accrued. In fact about the only definite statement made was the avowed hostility of both the Grand Trunk and Canada Pacific to the viaduct scheme over which so many months' time has been spent by the citizens of Toronto. The meeting itself was an all-round victory for the railroad men. Sir Joseph Hickson and Mr. Van Horne were a power in themselves but when they got tired of debate their strong following showed that they were almost as able to take a hand in the fight. Mayor Clarke, Ald. Boustead and Ald. Gillespie battled for the city and in great part upheld its cause. The action of Chairman Gurney in excluding the public has been sharply criticised, but it is claimed by his friends that if he had not yielded to Sir Joseph Hickson's wishes in this respect that gentleman would have withdrawn from the conference at the outset.

The following gentlemen put in an appearance:

For the city—Mayor Clarke, B. E. Thompson, Ald. Booth, Ald. Boustead, Ald. Gillespie, A. B. Lee, John Armstrong, Hugh Blain, Nicol Kingsmill, Q.C., John I. Davidson, City Solicitor Biggar, City Engineer Jennings, City Surveyor Sankey, Assistant City Engineer Cunningham.

For the Canadian Pacific—President Van Horne, Assistant General Manager Shaughnessy, B. B. Osler, Q.C., T. G. Blackstock, R. M. Wells, Q.C.

For the Grand Trunk—Sir Joseph Hickson, Edmund Wragge, Hector Cameron, Q.C.

In addition to the above, there were scattered through the chamber: W. D. Matthews, E. A. Willis, A. M. Wellington, John Galt, Joseph Tait, William Harvie, Ald. Lucas, James Armstrong, Ald. George Verral, Ald. Lamont, Robert Jaffray.

Although the hour for meeting was 10½, it was not until 10.50 that the members took their seats. The railway men were relegated to their seats on the floor of the council chamber to the left, while the city people kept together to the right.

Mr. Gurney Takes the Chair.

"I would suggest, gentlemen," said the Mayor, "that Mr. Edward Gurney take the chair," and so it was determined. Then His Worship sketched in a few words the story of Mr. Gurney's position in the present Esplanade movement as one of the members and chairman of the sub-committee of the Joint Esplanade Company. Mr. Gurney gave a resume of the Esplanade matter. The present unsavory condition of this section of the city was mainly due, he said, to its extensive use by the Grand Trunk. The company claimed to represent the citizens of Toronto and in all the public bodies there was no hostile feeling towards the railroads, but rather one that they be thoroughly conserved in their interests. The city had particularly to deal with the Grand Trunk Railway, in fact, next to the city it was more directly interested. In any arrangement it must be made a party of the first part. There were but two courses for the city to follow. The first was to secure right of way from the Grand Trunk Company or obtain such legislation as would enable the difficulty to be settled in case Toronto could not settle it itself. One problem to be settled was enabling the railroads to come in at a high rate of speed with the minimum of danger to the citizens. In event of the matter being settled the city must know exactly what its share of the cost must be in advance of the scheme being commenced. The business of the morning session was to arrive at three points:

1. The city's position and what it proposed to do.
2. The position of the Grand Trunk and its intended course.
3. The position of the C.P.R.

Sir Joseph Takes the Floor.

After a rather disappointing speech the chairman called on the president of the Grand Trunk to address the meeting.

Sir Joseph Hickson: "I fully agree with you, Mr. Chairman, that a conference is the best proceeding to follow. What the city would desire is already known by the utterances of its committee but no mention has been made as to what share the city would care to pay. I know that the feeling in the city is that the Grand Trunk has been pursuing an obstructive policy, but the company has had no desire to do anything to the injury of the city. But, Mr. Chairman, you ask us to give way, and give way in order to admit a competitor. I say this in presence of Mr. Van Horne. You take away our land, inflict a heavy expense on us and do not even pretend to furnish us any other in its place. Why, gentlemen, I take it the scheme which I understand you propose to adopt is simply a notice to the Grand Trunk to get out of Toronto. I do not think that the citizens of Toronto would desire that we should be treated with unfairness. I would be happy to hold a conference with the members of the committee on the subject, discuss the plans and point out what I deem objectionable in them and what ought to be altered."

Van's Three-Minute Round.

President Van Horne followed the knight. He spoke for three minutes by the clock, and in that space of time said nothing touching in any degree on the subject under discussion.

Chairman Gurney then announced that the press and all those not members of the committee or representing the railroads must withdraw. He was asked whether it was at the desire of the railroads that such action was taken, and replied he would take all the responsibility on himself for it.

The Mayor, Ald. Boustead, and Ald. Gillespie were appealed to but strictly preserved a policy of silence. It was 11¼ when the private conference was commenced and it lasted until 1 o'clock. Then an adjournment was made until 3 o'clock, when the caucus was resumed.

The Viaduct Scheme Squelched.

The conference broke up at 6¼ o'clock, when Chairman Gurney dictated the following digest of the proceedings of the caucus:

The Canadian Pacific and Grand Trunk Companies have examined the viaduct scheme proposed by the several organizations and declared them impracticable from a railway standpoint, both as to their estimate of cost and cost of working as compared relatively with working on the level. Mr. Hickson stated that it would be necessary to raise $250,000 per annum as an equivalent for all damages resulting to his company from the adoption of the viaduct scheme

While the Canadian Pacific Railway did not make any statement as to actual cost, they inclined to the opinion that damages to them would be somewhat similar.

The issue between the members of the committee and the railway companies was quite distinct at the close of the conference.

Both companies agreed, however, with the committee that now while the matter is in hand a complete solution should be reached covering all the questions involved and for all time.

This was all Mr. Gurney would say, and all the other members of the committee were equally reticent.

"You can say," remarked the Mayor, "that I know nothing about the intention of the meeting to exclude the press until Mr. Gurney spoke."

Ald. Gillespie looked stern and troubled as he was preparing for departure. "My lips are sealed," quoth he, "but I can say we will never get anything from those two railroads except at the point of the bayonet."

NIGHT SCHOOL HONORS.

Trustee R. S. Baird Presides Over an Interesting Ceremony.

According to Major McSpadden the school population of Toronto has quadrupled during the last decade. No wonder then that it took 220 prizes to go round last evening at the annual night-school distribution. Victoria Hall was crowded with parents and scholars.

Trustee R. S. Baird occupied the chair and with him on the platform were Mayor Clarke, Inspector Hughes, Frank Somers, Ald. Bell, Major McSpadden, A. T. Middleton, N. Marshall, T. R. Whitestide, A. E. Hagarman, W. C. Wilkinson and E. F. Roden. The Chairman told of the benefits of night schools and His Worship praised Toronto's magnificent school system and the coming generation. The prizewinners bore themselves with becoming fortitude and received their rewards gracefully and otherwise. There were shock-headed, sturdy urchins and tall intellectual boys—boys mischievous and boys sober. The girls were in the majority as usual and were magnanimously applauded by the boys.

The two medals presented by Mr. Edward Gurney to the girl and boy obtaining the highest percentage in the examinations were won by William H. Waring, Bolton-avenue school, and Miss Jessie Jones, Bathurst-street school. The six special prizes presented by the School Board were obtained by the two above named pupils and Arthur Goulter, Dovercourt-road school; Arthur S. Henry, John-street school; Miss Susie Kerrigan, Parliament-street school, and Miss Ellen Leckie, Gladstone-avenue school. George Pickett, Givenstreet school, received a special prize for proficiency presented by his teacher, Mr. W. Riches. The girls' school added to the enjoyment of the evening by several well rendered choruses.

Notes of Amusement.

Attractions to-day: Grand Opera House, afternoon and evening, "The Wife"; Jacobs & Sparrow's, afternoon and evening, "Siberia."

The gorgeous "Twelve Temptations" will be given at the Grand all next week. The sale of seats opened with a boom yesterday.

At Jacobs & Sparrow's all next week "The Old Oaken Bucket" will hold the boards.

The Boston Banjo Club will give one of their elegant concerts at Association Hall on Tuesday evening. The plan is at Nordheimer's.

Owing to a misunderstanding with Denman Thomson Mr. Tucker will not present "Uncle Josh Whitcomb" at the Academy of Music on Monday evening. "Mrs. Partington" will be substituted instead.

The Prohibition Club have done wisely in securing Rev. J. H. Hector, the colored orator from California, to deliver another address in Association Hall. This gentleman has been heard and appreciated in Toronto, and deservedly so. His keen logic, ready wit and vivid imagination make him an unusually effective orator. There will be a large turnout to hear him at the Association Hall to-morrow afternoon.

We understand that a special effort is being made to secure a visit to Toronto from the "Swedish Ladies' Octette," a superb organization of cultured vocalists from the land of Jenny Lind Coler, Q.C., T. A. Macknnon, R. M. Wells, Q.C.

For the Grand Trunk—Sir Joseph Hickson, Edmund Wragge, Hector Cameron, Q.C.

In addition to the above, there were scattered through the chamber: W. D. Matthews, E. A. Willis, A. M. Wellington, John Galt, Joseph Tait, William Harvie, Ald. Lucas, James Armstrong, Ald. George Verral, Ald. Lamont, Robert Jaffray.

Although the hour for meeting was 10½, it was not until 10.50 that the members took their seats. The railway men were relegated to their seats on the floor of the council chamber to the left, while the city people kept together to the right.

Mr. Gurney Takes the Chair.

"I would suggest, gentlemen," said the Mayor, "that Mr. Edward Gurney take the chair," and so it was determined. Then His Worship sketched in a few words the story of Mr. Gurney's position in the present Esplanade movement as one of the members and chairman of the sub-committee of the Joint Esplanade Company. Mr. Gurney gave a resume of the Esplanade matter. The present unsavory condition of this section of the city was mainly due, he said, to its extensive use by the Grand Trunk. The company claimed to represent the citizens of Toronto and in all the public bodies there was no hostile feeling towards the railroads, but rather one that they be thoroughly conserved in their interests. The city had particularly to deal with the Grand Trunk Railway, in fact, next to the city it was more directly interested. In any arrangement it must be made a party of the first part. There were but two courses for the city to follow. The first was to secure right of way from the Grand Trunk Company or obtain such legislation as would enable the difficulty to be settled in case Toronto could not settle it itself. One problem to be settled was enabling the railroads to come in at a high rate of speed with the minimum of danger to the citizens. In event of the matter being settled the city must know exactly what its share of the cost must be in advance of the scheme being commenced. The business of the morning session was to arrive at three points:

1. The city's position and what it proposed to do.
2. The position of the Grand Trunk and its intended course.
3. The position of the C.P.R.

Sir Joseph Takes the Floor.

After a rather disappointing speech the chairman called on the president of the Grand Trunk to address the meeting.

Sir Joseph Hickson: "I fully agree with you, Mr. Chairman, that a conference is the best proceeding to follow. What the city would desire is already known by the utterances of its committee but no mention has been made as to what share the city would care to pay. I know that the feeling in the city is that the Grand Trunk has been pursuing an obstructive policy, but the company has had no desire to do anything to the injury of the city. But, Mr. Chairman, you ask us to give way, and give way in order to admit a competitor. I say this in presence of Mr. Van Horne. You take away our land, inflict a heavy expense on us and do not even pretend to furnish us any other in its place. Why, gentlemen, I take it the scheme which I understand you propose to adopt is simply a notice to the Grand Trunk to get out of Toronto. I do not think that the citizens of Toronto would desire that we should be treated with unfairness. I would be happy to hold a conference with the members of the committee on the subject, discuss the plans and point out what I deem objectionable in them and what ought to be altered."

Van's Three-Minute Round.

President Van Horne followed the knight. He spoke for three minutes by the clock, and in that space of time said nothing touching in any degree on the subject under discussion.

Chairman Gurney then announced that the press and all those not members of the committee or representing the railroads must withdraw. He was asked whether it was at the desire of the railroads that such action was taken, and replied he would take all the responsibility on himself for it.

The Mayor, Ald. Boustead, and Ald. Gillespie were appealed to but strictly preserved a policy of silence. It was 11¼ when the private conference was commenced and it lasted until 1 o'clock. Then an adjournment was made until 3 o'clock, when the caucus was resumed.

The Viaduct Scheme Squelched.

The conference broke up at 6¼ o'clock, when Chairman Gurney dictated the following digest of the proceedings of the caucus:

The Canadian Pacific and Grand Trunk Companies have examined the viaduct scheme proposed by the several organizations and declared them impracticable from a railway standpoint, both as to their estimate of cost and cost of working as compared relatively with working on the level. Mr. Hickson stated that it would be necessary to raise $250,000 per annum as an equivalent for all damages resulting to his company from the adoption of the viaduct scheme

While the Canadian Pacific Railway did not make any statement as to actual cost, they inclined to the opinion that damages to them would be somewhat similar.

The issue between the members of the committee and the railway companies was quite distinct at the close of the conference.

Both companies agreed, however, with the committee that now while the matter is in hand a complete solution should be reached covering all the questions involved and for all time.

This was all Mr. Gurney would say, and all the other members of the committee were equally reticent.

"You can say," remarked the Mayor, "that

TALKED OVER THE HOUR.

The Orange Incorporation Bill Gets a Set-Back—A Prospect of Further Delay—A Gallery Occupant Joins in Debate.

OTTAWA, Feb. 28.—Sir Adolphe Caron was put through his facings this afternoon by one of his predecessors in the office of Minister of Militia, Mr. Jones of Halifax. No new offenec was charged. It was the old story of the relatives of Sergeant Valiquette of the 65th, killed in the Northwest in 1885, having received a larger pension allowance than the regulations called for. Sir Adolphe did not fix the amount—$355 per annum—himself, but he is charged nevertheless with having unduly favored the Valiquettes because they were French, and the subject is brought up year after year.

Sir John Macdonald pointed out that in dealing with claims of this kind it was very proper that the board should take into consideration the circumstances of the relatives.

Then this case was dropped and the minister was attacked for not giving pension enough to C. T. Hurrell, an old gentleman who served with the 90th and received a severe touch of rheumatism, in addition to his 50 cents per day. Upon proof of his disability he was first given a gratuity and making further application was recommended for a pension of 55 cents per day. He claimed that this should be paid for the time supposed to have been covered by the gratuity, but this the Minister would not consent to and Hurrell has seemingly sworn a vow of eternal hostility to the minister. Sir Adolphe told the House that the ex-volunteer had even threatened to "shoot him upon sight."

A Gallery Debater.

During the discussion to-day Sir Adolphe happened to say that he did not know whether or not Hurrell had a family. Thereupon the House was shocked by a voice from the public gallery, a gross breach of privilege:

"He has a wife unsupported."

All eyes being turned in that direction it was ascertained to be the voice of Hurrell. Fortunately for him neither the sergeant-at-arms nor Deputy-Speaker Wood noticed the interruption.

The discussion proceeded and Mr. Somerville was quoting from Hurrell's pamphlet, which had been distributed among the members, as gravely as if it were an official document, when he paused to remark that they were very grave charges.

"They're true!" said the voice from the gallery, but still the sergeant-at-arms and the deputy speaker were oblivious to the interruption. Feeling encouraged Hurrell again interjected, "They're true!"

Sir Adolphe could stand it no longer, but rose to call the deputy speaker's attention to the fact that a stranger in the gallery was participating in the debate. Then the sergeant-at-arms was hastily roused and taking a firm grip of his sword he hastened to the gallery and removed the offender. The discussion proceeded when Sir Adolphe promised to lay all the Hurrell correspondence before the House.

Next after the pensions came the superannuation appropriations and strong exception was taken by the Opposition to the payment of superannuation allowances to men well able to discharge public duties, and Mr. Jones of Halifax instanced the case of ex-Judge Clark, now C.P.R. solicitor, whose superannuation allowance of $1500 a year he intended to challenge later on in the session.

The Orange Bill Gets a Setback.

Thanks to Mr. Lister, acting as the spokesman of a little knot of fellow