To the Trade
Dec. 29th.

New goods arriving.

Customers buying.
Travellers' orders being filled.
Receiving letter orders from every province are a true index of the activities at present in operation in our warehouses.

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Wellington and Front Sts. East, TORONTO.

ANGLO-GERMAN-PORTUGUESE

A Triple Combination Which Has, it is Alleged, Been Brought About Secretly.

DELAGOA BAY IS TO BE CEDED,

According to the Secret Treaty Which a Berlin Paper Has Made Public.

New York, Dec. 28.—The Berlin Lokal Anzeiger, publishes the contents of a German-English Portuguese secret treaty. This double treaty will have executive force as soon as the Swiss jurists, Messrs. Blaesi, Hensler and Goldau have given a decision in the Delagoa arbitration, says a Berlin despatch to The Herald. The decision, it is expected, will be given in January or February and will probably be in favor of England, in which case Portugal must pay to England and America an indemnity of £1,500,000 sterling.

England obtained in 1891 from Portugal the right of pre-emption in Delagoa Bay. The cession of Delagoa Bay to England may therefore be expected in March next. It is possible that President Kruger may now declare war on Portugal and attack Delagoa at once.

Secret Treaty Concluded.

In order to prevent any interference by France or Russia, England concluded a secret treaty with Germany regarding the complete partition of the Portuguese colonial possessions. Germany is to receive all Portugal's Asiatic possessions—that is to say, Timor, Goa, Damalo, Macao and Diu, with 29,000 square miles of territory and a million inhabitants. Germany further receives in Africa all Portuguese territory north of Mozambique except a strip of land three miles wide for Cecil Rhodes' trans-African Railway. For this the German Government will pay Portugal 25,000,000 marks.

England Has First Choice.

In commenting on this despatch, The Herald says that it has long been expected that England would ultimately gain possession of Delagoa Bay. Under an agreement made in 1891, Great Britain and Portugal agreed that in the event of "one of the two powers proposing to part with any of the territories to the south of the Zambesi the other shall be recognized as possessing a preferential right to the territories in question, or any portion of them."

This is held to give Great Britain the right of pre-emption whenever Portugal is in such financial straits as to need to sell her rights in the bay. She was said to be in such difficulties last year and only domestic political considerations in Lisbon prevented her acting upon the agreement.

Where Death Made a Big Difference

American connection with Delagoa Bay is more or less accidental. In 1883 Colonel McMurdo, an American citizen, obtained from the Portuguese Government a concession for the construction of a railway from Lorenzo Marquez to Komatipoort, on the Transvaal border, and some four years later formed a company to build the line. Colonel McMurdo died before the railroad was completed, and the Portuguese took advantage of a technical breach in the contract, in the non-completion of the line, to cancel the concession and confiscate the railway on June 23, 1889. The shareholders naturally enough objected to the forcible seizure of their property, and it is their claim upon which the Swiss court is expected to render a decision.

The London and Berlin papers treat Lokal Anzieger's disclosures lightly, and in Government circles "quite inaccurate" is the term used.

France Don't Believe It.

Paris, Dec. 28.—The publication, by The Lokal Anzeiger of Berlin, of the secret treaty between Germany, Portugal and Great Britain, providing for the partition of the Portuguese colonies, meets with no credence in official circles here. A foreign office official said to a representative of the Associated Press that their advices from Portugal and Germany left no doubt that the publication was largely invention. They could not believe Portugal would sign a treaty "stripping herself of her colonies and so far-reaching and harmful to Portugal." Notwithstanding the denial of the French Foreign Office, it is believed in other quarters that an agreement between Great Britain and Germany may exist, outside of the understanding arrived at between them this year, as an outcome of the negotiations to build a telegraph line connecting Cape Town with Cairo.

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77 King Street West.

CAST ASHORE ON AN ISLAND.

Members of the Crew of Whaleback Barge 115 Had a Thrilling Time After the Wreck.

CAMPED TWO NIGHTS IN THE WOODS

Then Made a Raft and Drifted Five Miles—Got Ashore and the Raft Collapsed.

Cleveland, O., Dec. 28.—Members of the crew of the wrecked whaleback barge 115, which went aground on Pic Island, Ont., on the northern shore of Lake Superior, tell a thrilling story of their experience after the ill-fated craft broke away from the steamer Colgate Hoyt.

The Mate's Story.

Mate Lynch said: "About 11 o'clock on Monday morning the barge drifted ashore on what we afterwards found to be Pic island. Where the barge grounded, the land is extremely bold, and rises from the waters' edge 500 to 500 feet and even higher in places. The barge began to pound heavily and we were afraid it would knock a hole in the hull. There was a little life raft on top of the after turret and we used this to get ashore. Some of the men took extra clothes with them, and in the party we had two loaves of bread and a shoulder of ham, besides our pockets full of candles. We landed in a small cove and began to climb up the steep bluff. We thought at this time that we were ashore on the mainland. The snow was about three feet deep, but the weather was not as cold as on the water. The first night we camped in the woods and the next day we started along the shore line.

Were on an Island.

"It was then found we were on an island. As we followed the shore we came across a log cabin about 3 o'clock in the afternoon. We stayed in the shanty Tuesday night and it was here that the steward's feet were so badly frozen. Wednesday morning we could see the main land about three miles away. We ripped the old shanty down and made a raft with which to get ashore on the main land. The raft was not large enough to hold all of the men and sank knee deep in the water when we all boarded it, but we started out and after drifting a couple of miles down the shore, making our trip about five miles in all, we landed.

Raft Went to Pieces.

"As soon as the raft struck the shore it went to pieces. There was lots of snow on the main land, but we built a fire and camped in the bush all night. On Thursday morning we started out and walked all day along the shore to the west. That night we camped in the bush again and on Friday morning, after walking until 11 o'clock, we struck the tracks of the Canadian Pacific Railroad. Here we ate the last of the provisions, which we had with us.

"At last we met two section hands, who told us that the nearest town was Middletown, a mile and a half away. We reached the railroad station at Middletown about noon on Friday. The agent there did all he could for us, fed us, gave us a place to sleep and dressed the steward's feet. We left on Sunday for Cleveland."

FRENCH-CANADIAN LOYALTY.

Chicago Record Correspondent Says Boer Sympathizers Swarm in Quebec Province.

Chicago, Dec. 28.—The Record to-day contains a letter from its special correspondent at Ottawa, who, writing from Ottawa, under date Dec. 23, says: The Record correspondent recently paid a visit to the Province of Quebec. He conversed with men in high positions and men in the lower walks of life; with cures and carters; with priests and politicians; with the habitant and the lawyer. He was surprised to find them pro-Boer in their sympathies almost to a man. How to account for this extraordinary condition of affairs puzzles many people. There is ni affinity between the Boers and the French. The French of Canada are ultramontanes of the sternest type; the Boers of the South African Republic are ultra-Protestants. Indeed, no class of people have possibly suffered greater persecutions in the Transvaal on account of their religion than the Roman Catholics. In the country districts here the cure is the guide of public opinion, and usually he is a well-informed man, and knows where the Boers stand religiously. It must, therefore, be for altogether different reasons that this strong feeling in the Province of Quebec for the Dutch farmers of South Africa finds its mainspring. There is only one irresistible conclusion which the unprejudiced observer can come to, and that is that hatred of England is at the bottom of the existing state of affairs. Why this should be is a problem to many, as no conquered people in the world have been so pampered and coddled as the French in Canada. They have been allowed the fullest exercise of their religion; they have been given a greater share of public office than their numbers or contributions to the exchequer entitle them to. They are permitted to use their language, so that in he Dominion Parliament and in the law courts in the Province of Quebec it is recognized equally with English. All the publications of the Federal Government have to be printed in French as well as in English, involving greatly increased expense to the Canadian taxpayer. So far has toleration gone that in sections of the Province of Quebec the conqueror has allowed his language to be dropped altogether and the minutes of municipal councils are printed solely in the French language. The United States made no such mistake as this in its dealings with Louisianians. What is the result in Canada? The people who should be grateful for the liberties they have enjoyed under British rule are the first to turn against Britain.

BODIES OF MAINE VICTIMS

Buried with Full Military Honors in Arlington Cemetery at Washington.

Washington, Dec. 28.—The remains of the 150 victims of the Maine disaster brought from Havana by the battleship Texas were buried to-day with full military honors upon a knoll in Arlington Cemetery. The exercises were exceedingly simple. They were in charge of Captain Sigsbee, now of the Texas, who was captain of the Maine when his ship was blown up in Havana harbor two years ago. They were attended by President McKinley and the members of the Cabinet, Admiral Dewey, Major-General Miles and his staff and many other officers of the army and navy stationed in Washington.

One of the greatest blessings to parents is Mother Graves' Worm Exterminator. It effectually dispels worms and gives health in marvelous manner to the little ones ed

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The Mayor Toronto Needs.

WHO will give a preference to city workingmen and not allow outside labor to be employed on city works while there are city workingmen to do the work.

WHO will turn out the gangs and grafters who feed upon the city treasury.

WHO will inaugurate a plan for supplying cheap electricity so as to lessen the price of heat, light and power to the citizens and not force manufacturers to leave Toronto for Hamilton to obtain cheap power.

WHO will favor a means of cheap and speedy transportation for freight between Georgian Bay and Lake Ontario, via Toronto, and prevent the danger of Toronto being side-tracked from the highway between the great West and the Seaboard.

WHO will compel the Toronto Railway (1) to carry out its agreement with the citizens; (2) to carry the citizens to all parts of the City, including the Island and the Humber, for one fare; (3) to supply a more frequent service to the suburbs, and to heat and prevent overcrowding of cars; (4) who will insist upon the cars being supplied with proper fenders and rear vestibules, and that each car with trailer be supplied with four men, instead of three, to prevent accidents to human life.

WHO would not allow a work like the City Hall to increase from its estimated cost of $800,000.00 to over $2,000,000.00, and who would compel its speedy completion.

WHO would give citizens cheap gas and compel the Gas Company to pay to the gas consumers the profits they have illegally misappropriated.

WHO will adopt a plan for the disposal of the city sewage by the building of a trunk sewer or other proper sewerage system to preserve the Bay from pollution.

WHO will prevent the delays in settling the Lansdowne railway crossing difficulty.

WHO will be free from and independent of all rings, combines and parties.

Public Meetings Will Be Held To-Night at 8 o'clock at

St. Paul's Hall. 858 Yonge-street, and Douglas' Hall, corner Bloor and Bathurst-streets.

Committee Rooms.

No. 1 WARD—Southeast cor. Broadview and Queen.
No. 2 WARD—357 Queen East.
No. 3 WARD—North—701 Yonge Street.
No. 3 WARD—South—18 Victoria St., Room 46
No. 4 WARD—353 Queen West.
No. 5 WARD—980 Queen Street West.
No. 6 WARD—1243 Queen Street West.

'PHONE 720.

LADIES' COMMITTEES.

Red Cross Society is Now Prepared to Receive Contributions for Second Contingent Aid.

The Ladies' Branch of the Red Cross Society will renew their efforts to give comfort to South African troops. They will do for the second contingent what they did for the first.

The committee appointed to receive subscriptions for the second contingent consists of the following ladies, to any of whom money can be sent: Miss Mowat, Government House; Lady Thompson, 631 Sherbourne-street; Lady Gzowski, The Hall, Bathurst-street; Mrs. J. I. Davidson, 53 St. George-street; Mrs. Elmsley, 13 Elmsley-place; Mrs. G. W. Ross, 1 Elmsley-place; Mrs. George Denison, Heydon Villa, Rusholme-road; Mrs. Albert Gooderham, 72 East Trinity-street; Mrs. Henry Strathy, 71 Queen's Park; Mrs. Arthur Kirkpatrick, 4 Grange-road; Mrs. Fisher, 50 Dunn-avenue, Parkdale; Mrs. Cosby, 200 College-street; Mrs. Otter, Stanley Barracks; Mrs. W. Mackenzie, Benvenuto, Avenue-road; Mrs. Irving Cameron, 397 Sherbourne-street; Mrs. George Cox, 439 Sherbourne-street; Mrs. Maclennan, 10 Murray-street.

The Purchasing Committee consists of the following ladies: Mrs. Grasett, 66 St. Patrick-street; Mrs. Sprague, 206 Beverley-street; Mrs. Morrison, 50 St. George-street; Mrs. T. Hodgins, 23 West Bloor-street; Mrs. Robertson, 35 Sussex-avenue; Mrs. Vance, 143 Shuter-street; Mrs. Fitzgibbon (convener), 3 Grange-road; Mrs. A. Cameron, 26 Madison-avenue; Mrs. Stewart Houston, 75 St. George-street; Miss Gzowski (secretary), The Hall, Bathurst-street; Miss MacLean Howard, 192 Carlton-street; Miss Small, 244 West Bloor-street; Miss Wilkie (hon. treasurer), 432 Sherbourne-street; Miss Campbell (hon. secretary), Carbrook, Queen's Park.

No Consideration Given.

Mr. Justice Street has handed out his judgment in the action of Bell v. Spence, tried at Rat Portage. The judgment is in favor of the plaintiff as against the defendant S. R. Spence, and the action against the defendant J. D. Barr is dismissed. The parties live at Rat Portage and the action was over a mortgage which the plaintiff claimed to have given in misrepresentation of certain facts as to the value of certain mineral lands in the Lake of the Woods district, in which the parties to the action were interested. His Lordship finds that the mortgage was given without consideration.

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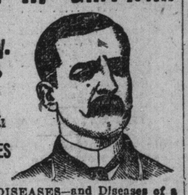
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