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TWELFTH YEAR. WEDNESDAY MORNING, DECEMBER 30, 1891. ONE CENT.

OSLER IS FORGING AHEAD.

THE OTHER CANDIDATES ARE ALSO WORKING HARD.

At Parkdale and at Dovercourt E. B. Osler Had Unanimous Votes—The Knight of Labor Castigates Fleming—McMillan Says He Will Have No Sunday Cars—Ex-Mayor Beaty Says it is Not a Religious Question.

The municipal fight is waxing hot. At the half-dozen meetings last night the attendances were large and the excitement at fever heat. Mr. Osler had two magnificent receptions and made the best speeches he has yet delivered. The features of Mr. McMillan's meetings were the refutations of R. J. Fleming's claims to be the workingman's friend. Robert contented himself with meandering around his committee rooms and urging his supporters to strain every nerve. Ex-Mayor Beaty appears to have his greatest stronghold in the west, and in Sheridan Hall he was cordially supported. The fight will be severe, but the Osler stock rose highest yesterday; next came McMillan's.

Another successful meeting was held in the interest of Mr. Osler at Masonic Hall, Parkdale, last evening. When Mr. John Laxton called the meeting to order the building was filled to overflowing.

The Chairman said that he had been undecided as to whom he should vote for until nomination day. Then he decided to vote for and support Mr. Edmund B. Osler because Mr. Osler was a man of ability and with a stake in the city. He thought it an honor to the city to have the opportunity of electing for its mayor the director of the C.P.R., the greatest industry in Canada, an industry that has done more to foster industries in our land than any other.

"What about the 15-cents-an-hour cry?" said Mr. Laxton. Mr. Fleming was not the father of the idea. The Consumers' Gas Company was the first corporation in the city to pay 15 cents an hour. He took away from the salary of skilled men and paid his own men 10 cents an hour. Who is going to look after the poor old man who has passed the age of usefulness? I have nothing more to say. I will now introduce the coming mayor of Toronto. [Loud applause.]

The Candidate's Telling Speech.

Mr. Osler began by explaining his position with regard to the C.P.R. He said that without the railway companies there would be no extensive corporation in the city. The connection with the Ferry Company, he said, had been urged against him; but, he added, the Ferry Company have asked no favor from the city. They paid for everything they got, for wharves, for dredging, and more rent than the wharves were worth. They built two steel boats to ply between the Island and the city, giving immensely better accommodation. Was there anything wrong in this?

A Voice: It's the best ferry system in Canada.

"Thank you," he continued, "I am glad to hear you say so. If any suggestions can be offered by which it can be improved we will be glad to do so. If at a future time more boats are required we will build them, thereby giving more work to the laborers of Toronto.

"My only connection with the Electric Light Company, which is so much spoken of, is that a few months ago I bought some shares at par. Any of you can do the same.

"Much has been said by some of the other candidates about being friends to the laboring man. I do not say it by way of boasting at all, yet I venture to say that for every one man they combined have brought to Toronto I have brought 10. As to remuneration I believe that every man should be paid what he is worth. If he is paid less he has no heart in his labor. For that reason, if for no other, I have always, as I have stated, paid my men what they were worth."

Continuing, he said that his policy, if elected, would be to keep the expenditure within and below the revenue. So long as more was expended than the revenue, the debt would increase from both ends. The capital debt would be increased, the interest would be left unpaid.

Local Improvement Evils.

Perhaps the greatest evil in the city, he said, has been the local improvement system. Much property has been added to our city that should still be market gardens. Fields have been cut up by streets, which have water pipes and paved and lighted. All this has added immensely to the city's expenditures. In the north farms have been cut up in this way almost as far as Thornhill and as far west as Hamilton. Real estate boomsters will soon be asking to have electric lights placed between here and Hamilton, will then advocate that Hamilton be taken in as a suburb, and say that it will be a good thing for Toronto.

"I remember traveling between New York and Philadelphia once, when I noticed gas lamps and paved streets in a swamp with no houses near it. I inquired what it meant and was told that it was Elizabethtown, on which $6,000,000 had been expended to bring people to it; and no people came. Toronto is not that bad but is in that line.

"The position of Toronto is that of a man with too large a house. It will not do to let it run down, else it will be a dead loss. He must keep it up and increase the number of occupants. So should Toronto strive to increase her population. To do this it is necessary to keep down taxation.

"There are expenditures that are necessary. Life must be protected. Health must be looked after. Our property must be protected from fire. Still there are, I think, too many officials. Many of these could be dispensed with if all expenditures were made by capable heads, watched closely, of course, by the representatives of the people.

A Change in Civic Government.

"I am convinced that no great economy can come until the system of civic government is changed. The city property should be looked after more closely. The revenue derived from this source is not large enough. This revenue should be expended to the best advantage, then it should be learned what is the smallest sum of taxes necessary to manage our affairs. All this, I will attempt to find out if you see fit to elect me to the position of mayor.

"While I feel it would be a very great honor to be your choice, still it would be at some inconvenience to myself. And, if I am elected, I will work in the interests of the city and the city alone." [Loud cheers.]

An Opponent Silenced.

Mr. Miles: Do you approve of the C.P.R. forcing their men to vote for you?

Mr. Osler: When I returned from England, Mr Tait, the district superintendent of the C.P.R., told me that the railway could take no official position. I replied that I would not accept the position of mayor if I thought any improper influence was used to place me there. I told Mr. Wragge of the G.T.R. the same thing.

Mr. Miles: Well, it's being done.

Mr. Osler: No friend of mine is doing it and I don't want the support of any man who would resort to such action.

Mr. T. E. Moberly arose and denied the charges being made against Mr. Osler's honor. The paper and man who make these charges know that they are untrue. He said that E. B. Osler entered into the race of life a poor man, leaving the home of his father, a poor country parson. He also said that Mr. Osler did not require to have his character bolstered up by the press. He told of the large contributions of Mr. Osler towards the erection of churches, and of his encouragement to hard-working artists. He mentioned the purchase of Mr. George Reid's picture, "The Story," at the price of $1000. He asked the audience to judge for themselves of Mr. Osler's ability as a speaker.

A Banker Speaks.

Mr. B. E. Walker said that he was speaking at the present time because he felt it his duty to tell the people what he happened to know of the city's condition. He reviewed the financial position of the city and showed that the debt in the last five years had been increased by $9,000,000. He thought the building of the new court house was, for the present, a needless expenditure. Other expenditures have been made that could have been dispensed with. The result is that now the debt is so large that $[illegible]0,000 interest is paid every year. Toronto has issued debentures too rapidly, and as a result it has injured its credit. It has been asking an unwilling public to lend it money.

A mayor is wanted who can make a clear position of city's affairs. [Applause.] Mr. Osler, he thought, was the only man capable of making such a statement. He urged the electors to support this man.

It Is a Question of Taxes.

Mr. Wallace Nesbitt, the next speaker, said that too much taxes had brought the audience together. The debt for local improvements had increased enormously in the last few years. "Who," he asked, "are responsible for this?" This question he answered by criticizing the men in the field for the mayoralty. He passed Mr. Beaty by as not being in the fight. He coupled the names of Mr. Fleming and Mr. McMillan together as the champions of the pernicious local improvement system. In September, 1887, the matter was brought up in council. Mr. Fleming voted for the local improvement system. In January, 1888, an amendment to the bylaw was introduced curtailing its working. Mr. Boustead moved a six months hoist. Mr. McMillan seconded the motion and Mr. Fleming voted for it. He looked a little more closely at Mr. Fleming's record. Mr. Fleming, he said, was an ardent supporter of the Don improvement scheme. He (Mr. Fleming) proudly boasted that the mud of Cabbagetown once squirted through his toes. The speaker said that enough of the mud of the Don had stuck to Brother Fleming's toes to make him a wealthy real estate agent. Continuing, he showed that Mr. Osler was the only man who did not court classes or the support of societies, adding that Mr. R. J. Fleming was endeavoring to mount into the mayor's chair by means of beer kegs and church altars.

As One Who Knows.

Mr. William Mulock, M.P., began by saying that he would be pleased to go to the polls and record a vote for his political friend, Mr. Fleming, but he couldn't conscientiously do so. He believed that Mr. Osler was really the only financier.

"You have all heard, no doubt," continued Mr. Mulock, "that Mr. Osler is an autocrat and out of sympathy with the people. He has done little speaking in the interests of charity I grant you; but he has always made hard cash speak eloquently; just like the old Quaker I once heard of, who sat listening to speakers tell of their sympathy for charity. He at length came forward, handed out $20 and said, 'I sympathize $20.' I know of four charities Mr. Osler is actively connected with, the Boys' Home, a trustee of the Sick Children's Hospital, a member of the Park Hospital Board, and is also connected with St. John's Hospital. This reminds me of another incident which happened just after the University fire, before the fire was quite out in fact. He came up to me and said, 'Too bad about that fire.' I replied that it was. He said that he supposed the building was going to be erected again. I stated that it was, when he immediately asked me to put his name down for a subscription of $10,000. He did not wait even to be thanked."

He concluded by making a strong plea for support of Mr. Osler, "not," he said "on account of his charitable inclinations, but solely on the ground of competency."

Not a Candidate of the Board of Trade.

Mr. Hugh Blain made a forcible speech in favor of Mr. Osler, which was listened to with deep interest. He stated emphatically that Mr. Osler was not a candidate of the Board of Trade. Many of the members were, perhaps, supporting him, but they did not select him. They are simply supporting him because in him they recognize the most competent man.

The meeting dispersed in the usual way with cheers for Mr. Osler and the Queen.

ANOTHER GRAND RECEPTION.

The Future Mayor at Dawe's Hall — A Unanimous Vote.

Fresh from his grand reception in Parkdale Mr. Osler traveled north to Dovercourt to find a large audience awaiting his arrival in Dawe's Hall. Mr. John Thompson presided at this meeting, and on the platform were Mr. Adamson, C.M. Ellis, ex-Ald. Woods, W. H. Hall, John Harkness, C. Pearce, R. Brown, Simon McCabe, Ald. Orr and ex-Mayor Boswell.

Before the candidate arrived several speakers had addressed the audience. The first, M. C. Ellis, said that Mr. Osler was the only candidate with ability sufficient to pull Toronto out of the hole. He had not sought the position, but on the contrary was almost forced into the field. His wish that the city should prosper was the only motive he had in coming forth and offering his services. Toronto should take advantage of the offer and put him in for mayor.

Mr. McCabe said that Fleming was lauded as a moralist. He wanted the people to vote for him because he had cut off the licenses of some of the saloons. It was strange that this great moral step should have been followed by an increase in the police force. In his speeches Mr. Fleming had said that it was his policy to wipe out the tax collectors. He was safe in saying this because he could lose only 13 votes. He was very careful, however, not to say anything about the police. He wanted to have their 236 votes solid.

The Best of the Four.

Ex-Ald. Woods had always thought that the fight would be between Fleming and Osler. After looking over Mr. Osler's requisition he had concluded that he was the future Mayor. He was the best man of the four, and anyone who had heard or read the speech that he delivered at City Hall would come to the same conclusion. Fleming was a sectional man. He always advocated improvements in the East End, especially when he was personally benefited thereby; but he was dead against any improvement schemes being carried out in the West End.

Ald. Orr was tired of hearing speakers cry that the city was bankrupt. It was not true, and if it were it was very improper and senseless for Toronto citizens to proclaim it and spread the news abroad. The great cry against Mr. Osler was that he was a director of the C.P.R. This was no reason why he should not be elected. The C.P.R. had benefited the city. It had brought in money and had employed labor.

The Conquering Hero.

When Mr. Osler arose to speak he was greeted with prolonged cheers. He was sorry, he said, that he had been detained so long in Parkdale, as in consequence he would have to cut short his remarks. His policy if elected would be to stop all leaks, and to save a dollar where a dollar could be saved. The fact that he was connected with many large institutions had been used as a reason why he should not be elected for mayor.

Osler's Creditable Record.

He could appeal to those with whom he had dealt in the past, and they would say that in directing the expenditure of money he had been most successful. His own money he had invested in such a way that it was a benefit to the city. Fine new steamers had been built, and citizens were given comfortable and more ample accommodation without any higher fare. Whether elected or not he would always work hard to build and extend the trade of the city. There were two great railway systems in the city. He hoped to see two more before long. The population of the city had increased, but not fast enough to keep all the new houses tenanted. By bringing in manufacturers, men would be encouraged to come to the city and the vacant houses would soon be filled. Toronto was not in a bad condition; but it might be in a much better one. Money had been spent recklessly. Now, it was necessary to reduce this debt. The city should act like a man who had a mortgage on his house and wished to pay it off. It should pay the interest, and more than that should endeavor to lessen the debt every year. He had great faith in the country. It was good enough to live in and good enough to fight for if need be. Toronto was a beautiful place in which to live. It should be made a cheap place.

A Manly Utterance.

In concluding he said: "Gentlemen, I don't want you to vote for me if you think that there is a better candidate in the field. I will not reply to any of the accusations made against me. If you believe them then I am sorry, not for myself but for my accusers. In my business I have not been thrown in contact with the great class of workingmen, but I have always believed that the man who works hard should be protected more than the rich man. I ask you intelligently to look at the candidates and put in the best man."

Not Shipwrecked, but Only Waterlogged.

Ex-Mayor Boswell, the last speaker, said that he did not think the city was shipwrecked; but that the good ship "City of Toronto" was waterlogged. There were breakers ahead, and it was the duty of all voters to elect a man who could steer safely through the dangers. The time for talking was about over. Everyone should start now and work hard until the last vote had been polled and Mr. Osler put in the mayor's chair.

A resolution pledging support to Mr. Osler was unanimously carried.

Continued on Second Page.

Half Human, Half Animal.

TEDLER'S MILL, Tex., Dec. 29.—A strange monstrosity was born nearly a year ago to a negro family named Patterson. The creature is a well-developed male child, but its whole body is covered with silver grey hair nearly two inches long. It never cries, but when hungry whines and bites like an angry animal.

"Review of the Churches" and "Review of Reviews" (English Edition) for December, "Hood's Comic Annual," "London Society," and "Belgravia Annual," etc., at Winnifrith Bros., 6 Toronto-street.

Prudentibus Utile.

If you make use of wines or spirituous liquors, try to have the best and the purest. These essential qualities will always be found in all articles bought at 16 King-street west, north side, formerly Quetton St. George & Co., now Gianelli & Co. Telephone 876.

Lady Dufferin's New Book, "My Canadian Journal" 1872-1878, with Illustrations and sketches by Lord Dufferin, at Winnifrith Bros., 6 Toronto-street.

The demand for fine pictures is increasing in Toronto as a result of improved artistic tastes. At Mathews Bros.' art gallery may be seen a recherche stock of oil and water color paintings, etchings, engravings, etc., including a special exhibition of Mr. L. R. O'Brien's latest works. An early selection is advised. d

White Dress Shirts from 14 to 17, all prices, to order or ready-made, at White's, 65 King street west.

HAMILTON'S EXPERIENCES.

THE MOUNTAIN CITY'S SUNDAY STREET CAR SERVICE.

Our Neighbors' Morals Have Not Been Foundered by a Limited Service—The Clergy and Church-Goers Use Them—When a Prosecution Was Threatened Under the Lord's Day Act the Clergy Defended the Sunday Service.

HAMILTON, Dec. 28.—We have so long been accustomed to Sunday street cars in Hamilton that at this late day it would be a hardship to be deprived of the cheap and convenient means of transportation, even though it is available only for the morning and evening services in the churches. It has grown to be a necessary feature of our Hamilton Sundays, and there is no doubt a widespread and indignant howl would go up were any proposition made to stop it. Those who patronize the cars use them almost wholly for riding to and from church, and I have not unfrequently seen city clergymen seated in them, an indication that the service has the approval of the best moral element in any community—leading clergymen and representative citizens who are prominent church members. Indeed the brothers Griffith—J. B. and T. B.—who are largely interested in the street railway company and are its managers, are influential members of the Methodist church here, and in the course of a recent conversation with Mr. T. B. Griffith he told me, in answer to a question I had put to him, that had the Sunday car service in any way demoralized Hamilton the influence of the church would have been promptly brought to bear on himself and his brother to stop it. He added that in his experience no word of remonstrance had been raised against the practice.

Not Demoralizing.

But the fact is that so far from demoralizing Hamilton the running of Sunday cars has had an exactly opposite effect. There is no doubt they materially increase the attendance at more than one of the city churches Sunday after Sunday. I know of many families in the outlying portions of the city enabled to attend their favorite churches regularly by means of the Sunday cars. Under less felicitous circumstances this would be impossible, and the churches would lose their support.

Hamilton's Sunday car service was introduced some 15 years ago primarily at the request of a number of residents of East Hamilton, a recently annexed portion of the city, lying a mile or two from the heart of it, and populated largely by wealthy business men. It has been continued uninterruptedly ever since, though some objections were raised shortly after the departure was made by those who through an ignorant confusion of terms and ideas saw in the running of cars on the Christian Sunday a desecration of the divine command respecting the Jewish Sabbath, and an attempt was made to convict the company under the Lord's Day Act.

The Clergy Supported Sunday Cars.

The city clergy of all denominations came out unanimously, however, in support of the Sunday cars and the objections soon ceased, the great utility of the service being speedily demonstrated. It had been prophesied that the Sunday car service was but the thin end of the wedge, that it would lead to the introduction of all sorts of Sunday labor, that we would soon have Sunday newspapers, Sunday theatres, Sunday baseball games and goodness only knows what all; but all these dire forebodings proved fallacious. Save for the gentle tinkle of the car bells as the horses ambled up and down the broad avenues the peaceful calm of Sunday remained unbroken, nor from that day to this has any proposal been made to hammer in the wedge. The fact was speedily recognized that Sunday cars were as much a necessity as the Sunday milkman and that they produced good results, not the bad ones predicted. Even those who had urged that it was a hardship on the men have found the ground cut from beneath their feet, for the drivers are selected turn and turn about, and receive an extra day's pay for their few hours' extra work. So highly do they value the privilege of being able to swell their week's earnings in this way that they would probably be strenuously opposed to any proposal aimed at the abolition of the Sunday car service.

Hamilton Has Not Been Injured Morally.

I think it would be difficult if not impossible to find on the North American continent another city the size of Hamilton where the moral tone of the community is better, or where more respect is shown for the day which has come to be set apart for Christian worship. We have something like 50,000 people in Hamilton and 51 churches of all denominations, nearly all of them handsome and commodious buildings. There is in Hamilton a notable and praiseworthy absence of cant respecting Sunday, but there is a deep reverence for the sacred associations of the day and for the religion preached so eloquently from so many pulpits. We never hear here of the disgraceful Sunday disturbances and riots which have occurred frequently in Toronto on Sundays in the past. Our people are quiet and orderly. The crowds which attend the services in the churches prove us to be a church-going people. A drunken man is seldom seen here on Sunday, and I cannot recall even so simple a disturbance as a street brawl taking place on that day. The ignorant ranting of the enthusiastic street-preacher, common enough in Toronto, is rarely heard here. I have lived many years in Hamilton and Toronto, closely in touch in both places with the moral, social and religious life of the people, and I must give it as my conviction that the day is observed with much more decorum and respect in Hamilton than it is in Toronto, despite our Sunday street cars. I have heard others who have lived extensively in both cities speak to the same effect.

Sunday Cars Into the Country.

In addition to the limited service on the Hamilton Street Railway we have had for years a more extended Sunday service on the Hamilton and Dundas Railway. This line is five miles in length and connects Hamilton with the pretty town sleeping in the valley to the west of us. At intervals of a couple of hours cars run regularly between the two places every Sunday, the service being so arranged that those Dundas people desirous of attending church in Hamilton, or vice versa, may do so without inconvenience, seeing that they can get back to their homes within half-an-hour after the benediction. Half way between Hamilton and Dundas lies Ainslie Park, a beautifully wooded and well-watered spot, all hill and vale, where hundreds go on sweltering summer afternoons to escape from the heat and dust of the city. I have never heard it advanced that these Sunday afternoon jaunts to Ainslie Park have caused moral injury to anyone. To many, cooped up day after day in dirty, noisy factories, where the air is heated and impure, these excursions form pleasant recreations. The outing is not only something to look forward to but is undoubtedly a preparation for the labors of the morrow. Ears attuned to the harsh noises of heavy machinery find unspeakable pleasure in listening to the merry madrigals pouring joyously from the feathered songsters swinging on every blossomed bough in harmony with the orchestra of myriad things unseen.

Attitude of the Clergy.

While I cannot speak with authority on this point, I do not think I am misrepresenting the feeling of the clergy of Hamilton when I say that they would, probably to a man, set their faces against any movement to abolish the existing Sunday service, since they see in it nothing but good. Those clergymen with whom I have spoken have either refrained from expressing an opinion, or have endorsed the cars, though, to do them justice they do not countenance Sunday labor. In the hurried questioning of some of the city clergymen the following expressions of opinion were given for publication:

Clergymen Interviewed.

Rev. Samuel Lyle, Central Presbyterian Church, laughed when asked if the Hamilton Sunday street cars injured the morals of the city. "No," he said, "I do not think the Sunday cars, as they are run here, hurt Hamilton any. I have so stated from the platform. They are run for church-goers and are patronized, I think, altogether by such. Why, the ministers themselves use the cars on Sundays. As far as the public morals of Hamilton are concerned I think them a long way better than those of Toronto. I do not think anyone objects to the Sunday cars here."

Rev. Isaac Tovell, Gore-street Methodist Church. I think the Sunday street cars here are used chiefly by church-going people, yet I am opposed to the running of such. It compels men to work on Sunday, not to speak of anything else in connection therewith. I know Toronto well, having lived in various parts of that city, and I am of opinion that she better keep her quiet Sundays and not have street cars running.

Rev. Albert Moore, Simcoe-street Methodist Church: I am opposed to street cars running on Sunday. As to whether or not the morals of Hamilton are injured by the running of cars at church service hours I cannot say, not having lived here before the cars were running. They do not affect my church attendance in any way, but maybe the uptown pastors could say more in that respect.

Rev. John Morton, Congregational Church: The cars which are run here on Sunday are run for those who go to church. They are a great convenience and I have not heard that any complaint is made against them. I ride on them myself. The Sunday street car question is a wide one taken generally. Whether they run all day Sunday, or only at certain hours of that day, or not at all, is a question which is debatable. There are, or should not be, any hard and fast rules to say that cars should not be run on Sunday. It is a question of circumstance, convenience, benefit, or injury, and I think that the people should be the judges of whether or not street cars should run on Sunday. There is nothing in the Bible which says that street cars shall not run on that day. I certainly am patriotic enough to believe that Hamilton is better morally than Toronto.

Rev. E. P. Crawford, Church of the Ascension (Anglican): I don't think the Sunday street cars have injured the morals of Hamilton any. This is certainly a quiet, respectable city.

Rev. Dr. Laidlaw, St. Paul's Presbyterian: The street cars here are not run in a business way on Sunday, but for the accommodation of church-goers. As I understand it, the Toronto Sunday street car question is a different matter, and I should not like to be quoted as favoring Sunday cars. The qualification I would make is that the Sunday service here is not the running of the street cars in the ordinary acceptation of that term. However, I should prefer to think over the matter before giving my views on the subject.

W. C. NICHOL.

DEATH OF SIR ADAM WILSON.

Close of An Honorable and Prosperous Career—Brief Biography.

At 1 o'clock yesterday morning Sir Adam Wilson, for many years president of the High Court of Justice, passed away at the ripe age of 77. On Saturday Sir Adam attended the wedding of Miss Burton and afterwards went to visit his brother-in-law, Mr. Dalton, Q.C., master in chambers, at that gentleman's house. During the visit it was remarked how well Sir Adam had been for the last few weeks, and his friends congratulated him on his renewed youth. That evening after his return home and after dinner he felt unwell, feeling a pain in his head. Rapidly growing worse, Dr. Oliphant, who resides next door to Sir Adam's residence, was summoned. Sir Adam received the doctor standing, and explained to him the part of his head that was effected, and the sensations he experienced, and while so doing he tottered, and would have fallen had he not been caught by the doctor. He became unconscious and so remained till death claimed him yesterday morning. The cause of his death was fusion of blood on the brain.

Around Osgoode Hall the news was received with surprise and sorrow, and most profound sympathy was expressed for the bereaved widow, and for the friends of the deceased. Sir Adam Wilson was held in the highest esteem both as a judge and as a gentleman, and only words of commendation and praise were to be heard. In civil matters his decisions were followed with the greatest confidence, and though in criminal matters he was exceedingly severe yet criminals received the fairest possible trials, and the sentences passed upon them were those which His Lordship felt bound by conscience and duty to pass.

Brief Biography.

Adam Wilson was born in Edinburgh, Scotland, on Sept. 22, 1814, and came to Canada when scarcely 16 years of age. For nearly three years after his arrival in this country he lived with an uncle, the late George Chalmers, in the township of Trafalgar, and while there worked in his uncle's store and mills. But mercantile life not suiting him he determined to study law, and for this purpose placed himself under articles in January, 1834, to the Hon. Robert Baldwin Sullivan, at that time a partner of the Hon. Robert Baldwin. In Trinity term, 1839, he was called to the bar and entered into partnership with the Hon. Robert Baldwin, the style of the firm being Baldwin & Son. On Nov. 28, 1850, Mr. Wilson was appointed a Queen's Counsel along with Justices Hagarty and Gwynne. During the same year he was elected a bencher of the Law Society.

In 185 he was elected alderman of the city of Toronto, and four years thereafter he became mayor of the city, being the first Chief Magistrate elected by a popular vote. This position he held for two years.

In politics Mr. Wilson was inclined to the Reform party, and in 1859 he was elected to represent North York in the Canadian Assembly. At the next general election he was again elected, but in 1861 was defeated in West Toronto.

In 1862, when the Sandfield Macdonald-Sicotte administration was formed, Mr. Wilson was offered the Solicitor-Generalship, which he accepted and held with a seat in the executive till 1863. On May 11, 1863, he was appointed a judge of the Court of Queen's Bench for Upper Canada. Three months later he was transferred to the Court of Common Pleas, in which court be continued till Easter term 1868, when he was again appointed to the Court of Queen's Bench as successor to the Hon. Mr. Hagarty, who was appointed Chief Justice of the Court of Common Pleas. In 1871 Judge Wilson was appointed a member of the Law Reform Commission, and in 1878 made Chief Justice of the Court of Common Pleas.

When Chief Justice Hagarty was transferred from the Court of Queen's Bench to the Court of Appeal Chief Justice Wilson was appointed to succeed him as Chief Justice of the Queen's Bench Division. This position he held until Nov. 14, 1887, when, being worn out with his long and arduous labors, he resigned and retired into private life. On Dec. 20 of the same year he was knighted.

About 1844 Sir Adam Wilson was married to a daughter of the late Thomas Dalton, who was for many years editor and proprietor of The Patriot, and which lady survives him. Sir Adam had no family. The funeral will be private.

Death of Detective John Cuddy.

Just as yesterday's last hour was closing John Cuddy breathed his last. Deceased, who was familiarly known as "Jack," was one of the most highly respected members of the Toronto police force. Not only was he a thoroughly efficient officer, alert, courageous and prompt at the call of duty, but he was a real good fellow, a true friend, and had under a somewhat brusque demeanor a kindly heart. His death was not unexpected. In the discharge of his duty he had contracted typhoid fever and had suffered from this virulent disease for three weeks.

"Jack," who was 42 years of age, joined the force Aug. 18, 1876. After eight years' service he was appointed detective Dec. 2, 1884. With credit to himself he has discharged his onerous duties for the past seven years. Not only in Toronto, but throughout Canada and in cities across the border was Cuddy known for his adroitness in arresting the breakers of the law, and in many of the more important cases of recent years Jack Cuddy took a hand.

Deceased, who was a single man, boarded along with his brother Alf in Berkeley-street.

Personal.

John Bell, solicitor G.T.R., is at the Queen's.

J. C. Boyd, Simcoe, is at the Rossin.

W. Matthews, Owen Sound, is at the Walker.

Dr. Bergin, Surgeon-General of the Canadian Militia, is registered at the Queen's.

Mr. E. E. Sheppard leaves the city on Thursday on a trip to Italy.

Colin McDougall, St. Thomas, is stopping at the Rossin.

Richard Harris, one of the managers of King & Franklin's Circus, is spending a few days in town with relatives.

Mr. F. F. Barr of the Canadian Jute Co. was yesterday elected a member of the Board of Trade.

W. C. Edwards, M.P., of Rockland, has been appointed to the board of the Agricultural and Arts Association, as successor of the late Ira Morgan of Metcalfe.

George W. Kiely was reported last evening as improving. He is attended by Dr. A. J. Johnson. Dr. Osler of New York, the eminent specialist, who was telegraphed for, left for home yesterday.

Ald. E. Farquhar, Ward No. 2.

If returned I shall continue to guard the interests of the general taxpayer against charges arising from local improvements. The reverse has been the practice in the past—hence high taxes.

Without an exception candidates to the City Council pledge themselves to economy. The home is a council on a small scale, and no home can be a happy one where economy isn't practised. Start with economy—start with the furnishing. Some folks starting housekeeping buy blindly—that's the worst kind of economy. To be economic in widest sense when furnishing or about to furnish ask C. F. Adams' Company what they can do. Tell them how much you'd like to spend. They'll estimate and do the rest. 136

"1892"—"Pocket and Office Diaries," "Canadian Almanac," "Harper's," "Scribner's," "Outing," "St. Nicholas," for January, '92, at Winnifrith Bros., 6 Toronto-street.

Taps From the Telegraph.

There were 177 deaths in New York yesterday, 16 of whom died from grip.

James E. Cooper, proprietor of the Great Forepaugh circus, is seriously ill at Philadelphia.

Consequent upon a collision between freight trains at St. Louis on the Hannibal and St. Joe four train hands were killed: Engineer Bushel, Firemen Barry and Price and Brakeman Gilmore.

$2.50 for an all silk umbrella with paragon frame. We buy direct from manufacturers in England for cash and are thereby enabled to give the very best possible value. Treble's great shirt house, 53 King-street west.

DEATH IN HORRIBLE FORM.

Shot Through the Body and Burned to a Crisp—A Baby Fatally Burned—Other Casualties.

BLENHEIM, Ont., Dec. 29.—Yesterday morning Truman Reynolds, aged 15, son of John Reynolds, said he was going to the creek to shoot rats. About dusk Truman Warner found his dead and burned body on the ice. It is supposed that he used the butt of his gun to break the ice, which, breaking easier than expected, let the gun go through, striking the hammer and discharging the gun, the full charge of which struck him in the throat, then glancing took away the top of the heart. The fire from the gun then set fire to his clothing, which was completely burned except his boots. The body was burned to a crisp.

This is the third shooting accident in the family this winter. A few months ago J. B. Reynolds, while shooting ducks, shot his uncle, George Reynolds, in the back, and on Christmas Day the young man who has now lost his life went to shoot off an old pistol. It did not go off. He went to look into the barrel, when it went off, the powder burning his face, but otherwise he escaped.

An Ottawa Mystery.

OTTAWA, Ont., Dec. 29.—The investigation into the mysterious death of Mrs. Leon Labelle was continued to-night. The medical testimony went to show that the woman died from a dose of carbolic acid. The jury are divided in opinion as to whether the poison was given to her or if she took it herself.

Another Babe Fatally Plays With Fire.

BRAMPTON, Dec. 29.—A 4-year-old child of Mr. William Burrows, who had been left alone in the house, was seen running from the premises this afternoon enveloped in flames. A gentleman passing succeeded in smothering the flames with his overcoat, but the babe will die. It is supposed the little chap had been playing with fire.

Walked to a Watery Grave.

BRANTFORD, Ont., Dec. 29.—John Coonin was found drowned in the river this morning. Deceased was on a spree Saturday and it is supposed on his way home Saturday night mistook the way and walked into the river.

Crushed to Death By a Train.

BELLEVILLE, Dec. 29.—About 11 a.m. whilst Simon Sanford, a laborer, was attempting to board a moving freight train he fell under the wheels, which so horribly mangled his legs that he died in the hospital. He leaves a wife and family.

Found Dead in a Stable.

PORT HOPE, Dec. 29.—George Ardell, an old man who was working around the farm of Mr. William B. Greenaway, lake shore road, was found lying dead in the stall in the stable in front of one of the horses. There were no marks of violence on the body. He seems to have dropped dead.

Drowned at Sea.

HALIFAX, N.S., Dec. 29.—A special from Bermuda says: A boat belonging to H.M.S. Tartar was capsized at Great Sound yesterday while searching for a lost torpedo boat, and a gunner and a coxswain were drowned.

THE WORLD OF LONDON.

Chronicled and Criticized by Mr. Edmund Yates—Itinerary of the Queen's Continental Trip—Bishop of Carlisle.

LONDON, Dec. 29.—When visiting the Continent next spring the Queen will go from Portsmouth to Cherbourg in the royal yacht Victoria and Albert, and is to journey from that port direct to Hyeres. On leaving the Riviera Her Majesty will go to Germany, traveling by way of Genoa, Milan, St. Gothard Tunnel and Basle to Darmstadt, where the Queen will be the guest of the Grand Duke of Hesse two days before going to Cronberg on a visit to Empress Frederick. The Queen will stay at Cronberg ten days.

Extensive building operations have been commenced at Aldershot under Mr. Stanhope's Barrack bill. About £1,500,000 are to be spent at Aldershot in reconstructing the two camps, north and south, and increasing the accommodation generally, and when all the operations of the contractors are completed a considerable addition will be made to the numerical strength of the division. Aldershot, in fact, is to be made the headquarters of our First Army Corps.

When the late James Bardsley, vicar of Stann's, Manchester, resolved to send his seven sons into the church he was probably regarded as a very bold man. Wisdom was, however, as usual justified of her children. They are all, with the exception of one, who died in the course of this year, very comfortably placed ecclesiastics, and one of them has now reached the episcopal bench. Dr. John Wareing Bardsley, the new Bishop of Carlisle, may find among the hillsmen and the dales of Cumberland and Westmoreland a congenial sphere for his evangelical labors.

The Duke of Newcastle's ornate chapel at Clumber will shortly be adorned with exact copies of the four famous candlesticks in the choir of the Cathedral of St. Bavon, Ghent, which are to be placed on the altar. These candlesticks bear the arms and cipher of Edward IV. and are believed to have been stolen from Old St. Paul's in the time of the Commonwealth.

Local Jottings.

The W. C. T. U. held a very successful concert at their headquarters, Elm and Teraulay-streets, last night in aid of their building fund.

According to returns from the Western Cattle Market, 249 head of cattle, 472 sheep and 235 hogs were received last week; 42 cattle and 305 hogs were weighed; weigh fees collected $4.86.

An experience meeting of the ministers and official members of the Methodist Church was held in the Metropolitan Church. Rev. George J. Bishop presided.

William Pickens, a notorious character, was arrested yesterday by Detective Davis. He is charged with having stolen a watch from Simon's second-hand store a few weeks ago.

Robert Wilson and James Orr of Seaton Village were arrested yesterday, charged with having assaulted a street car driver, Hector N. Clark, on Christmas eve, at the corner of Bloor and Bathurst.

Mr. Osler will address the electors at Avenue Hall, corner of Spadina and College, also at Ayre's Hall, corner Parliament and Winchester streets, to-night, Dec. 30, at 8 o'clock. Other speakers will also address the meeting.

Over three hundred commercial travelers banqueted at Webb's on Monday night. The Commercials never do anything by halves and their social gathering was a great success in every respect.

For picking pockets two girls, Nellie Traybee and Rebecca Isaacs, were yesterday convicted. The former was sentenced to 41 months in the Industrial School, and the latter to 5 years in the same institution.

A meeting of the Masonic Past Masters' Association of Toronto was held last night at the Toronto-street Hall. A large number of members were present. After the ordinary business R. W. Bro. Edward Mitchell of Hamilton gave an address, which was listened to with great interest. The annual banquet will be held on Jan. 25.

In The World's mail of yesterday was an envelope containing one of its Sunday car coupons signed by ex-Ald. G. G. S. Lindsey. Mr. Lindsey was the seconder of Ald. Leslie's resolution providing for the submission to the people as soon as 5000 ratepayers petitioned for that submission. G. G. S. is evidently still of the same mind.

The annual Jewish ball was held last evening at Union Hall. Among those present was Rabbi Newman. The event was a most successful one, and much credit is due to the preparatory arrangements of the committee, which was composed of Messrs. S. Simonski, J. Bachrach, H. Albert, J. Vise, A. Pozner, L. Gurofsky. The floor managers were Messrs. J. Appleboum and J. W. Winberg, who discharged their duties well. All who were there thoroughly enjoyed themselves.

SUNDAY CARS MUST COME.

PUBLIC OPINION IN THEIR FAVOR GROWS RAPIDLY.

The World's Letter Bag Full to Repletion—All Sorts and Conditions of Men Cry Out For Sunday Convenience—Is Locomotion a Sin?—Hear the Speakers at the Auditorium To-Night—It Will Be An Open Meeting.

As the days pass by The World has unequivocal evidence of the widespread desire for a limited Sunday car service. Merchants and mechanics, down-down residents, and those in the suburbs, rich and poor, send in their words of commendation and assurances that they will vote on Jan. 4 that there shall not be one law for the rich and another for the poor. The antis are compassing every street, early and late, to secure promises of opposition. Those who favor Sunday cars rely on the justice and reasonableness of their cause. There is no organization, but good voluntary work is being done. All friends of freedom should foregather at the Auditorium early this morning, and see that in that big building the trumpet shall give no uncertain sound.

In another column will be found the result of an investigation of the working of Sunday cars at Hamilton. It has been entirely beneficial, and the chief patrons are orthodox ministers and church members. Morality has suffered never a bit.

Out of hundreds of letters The World can only afford space this morning for summaries.

Condensed Communications.

"A Phoebe-street Elector" characterizes the action of the Ministerial Association as "organized interference with the sacred right of electors."

"Humanitarian" writes a clever letter in which he says: "I know drivers of vehicles who have had to drive from Sunday to Sunday and have not had the privilege of listening to a preacher for years. How many hacks are there in Toronto? According to the city directory there are 100 hacks and liverymen. Then if we multiply the livery stables by two, allowing one man and the proprietor, and add the hackmen we can reckon on about 175 men. Add to this another hundred, a very small estimate for private carriages, and we have 275 men toiling seven days per week, and at the highest calculation they can only accommodate the transportation of about 1000 people from one part of the city to the other. Have these preachers been praying and preaching and presenting petitions to council to stop this desecration of the Lord's Day? Have they stood aloof and discountenanced the evil thing? No, sir, they have been a party to it; they have encouraged it; they have been paving the way to the present agitation."

Charles Durand puts his opposition to the running of the cars on five grounds, as follows: (1) We have had, for the time I have been in Toronto, a more orderly city and community taking all things into consideration than any other capital city in America. Do you think if we grant this privilege to break the Sabbath it is going to improve the morals of the city? That it will cause no more dissipation than now exists? Do you think any more people will attend church? Will the street car riders not make it an excuse to leave church for country visits, beer parties, country concerts and pleasure parties? (2) You publish now a paper, late Saturday night, which is probably mostly read on Sunday morning—do you think you would not then publish it (and others do the same) openly on the Sabbath? (3) If it is a right (as you and your contributors say) to take pleasure rides on the cars on Sunday, what right have we to prevent you openly circulating papers on that day, or to prevent barber shops, cigar shops, concert rooms, even theatres being opened? Will one thing not naturally follow the other as a right? (4) If so, would you approve of such liberties, and if not, pray, why should you restrict such things? (5) If we believe in the worship of a living God and risen Christ, do you not think they should be worshipped on some day of specified time and rest? Now, if you don't so believe, if we are only to rest for this life, let us as St. Paul said heathens did, "eat, drink and be merry, for to-morrow we die." What would this all end in?

Clerical Riding.

"Resident Elector" says: Talk about the thin end of the wedge! It is within the writer's recollection when a minister's carriage was unknown in the country; then they preached from duty and held forth nearly every week-day and three times on Sunday, many having to walk 20 miles to fill appointments. The salvation of souls was their aim, not thousands of dollars per annum as with many of this day.

Horseback travel followed, then dog cart conveyance, and now carriages, resulting as ease and comfort came on religion and labor for souls began to dwindle down. Thus "the thin end of the wedge" indeed became inserted, and it has been driven deeper and deeper through theology and pride for several decades, until our clergy, like "Jeshurun, waxed fat and kicked;" because The World proprietor comes down to advocate the rights of the working classes they come down like so many fierce lions upon their prey, using the so-called "sanctuary of God" to condemn those who advocate justice and mercy to fellow-man.

The grasping way of the clergy, who have their carriages and calls on livery promptly answered for Sunday driving, is disgusting. We industrious people, who earn our money by all-day labor, are forced out in the cold. Our weekly donations are lavishly expended for Sunday carriages and miscellaneous expenses.

Equal Enjoyment to All.

"B.B." says: Let the Sunday be recognized as a great social institution sacred to rest, to higher life, to the family. Let us recognize the right as far as possible to equal enjoyment to all, and if the driving of the cars unduly presses on any class that is a good reason to vote against it. Let the city say that the men of the car company shall have one day in seven and then no harm is done. A day of rest, a sort of secondary Sabbath, might be set apart for clergymen, Sunday school teachers and car drivers.

The argument that the cars will lead to worse is not tenable after the experience in Hamilton, where the two lines have been running since 1879. There the Sunday cars go to the Beach and to the park—enable the workingman to take his wife and children out to the shore and to the woods and to return refreshed in mind and body in time, if he wants it, for his evening church.

Shall the ability to get away from the hot, close street from the every day surroundings be confined to those who own horses or who can afford a livery?

Freedom's Battle Ever Won.

You, Mr. Editor, are doing a great and noble work. You may fail this year, the tyranny of orthodoxy may be too much for you, but sooner or later selfish and narrow views will be overcome.

"St. George" says: This Sunday car question is a matter of money; the preachers do not like to put it that way to their congregations, and you are making them squirm all round the point, which is wrong of you, for I defy you to point out any class of men whose pockets suffer less for church purposes than the pockets of you newspaper men. What is to become of our preachers if you put them to the discomfort of living in smaller palaces, and possibly of doing without their carriages? They will surely drift into other businesses.

James Marren writes: "I like The World for its independent stand on this question of giving both sides a fair hearing, and hope that all the ministers who oppose the Sunday street car will be present on Wednesday night at the Auditorium. They will be given a respectful hearing to give an answer for the faith that is in them."

A Mother's Letter.

Editor World: I have read with great interest our daily papers concerning street cars on Sunday. I am proud to see that you are in favor of the same, and I say, Well, thank God the day I see Sunday cars on our streets. Not that I am a very sinful woman or that I do not respect the peaceful quietness of this so-called God-fearing city; but where are our poor mothers, who have their dear ones lying in their last resting places, who cannot visit their graves on any other than Sabbath day? Now, what a boon it would be to them to be enabled to take a street car and visit the cemetery and there rest beside their loved one's grave! Be assured, Mr. Editor, us poor, tired, weary, worn mothers would have far holier thoughts than many of the so-called Christians that would be sitting in the house of God, and I think you will find on their leaving the church that 90 out of every 100 of each congregation in our churches could not tell you the chapter and verse the minister had taken his text from. Now, many a poor woman in this city are confined to their homes in the week with a young family. On a Sunday she could go to the cemetery whilst father minded the little ones. I had nearly forgotten to give you a little instance of driving on Sabbath morning last. On my way from Holy Trinity Church to Czar-street, I saw two gentlemen's carriages, members of churches, four hacks, apparently with people returning from church, and a young man doing a trotting race in College-avenue. In all I counted 10 horses and 6 men working on Sunday, outside of the young man racing, and I suppose I, as many others would have done had there been street car service, would have been glad to have paid our 5 cents, especially if they had to get up to their daily labors at 5.30 a.m. as I have.

I think that all the poor, tired, hard-working people of the city will echo my prayer, that we will have Sunday cars in Toronto.

Toronto, Dec. 29, 1891. A MOTHER.

Continued on Third Page

TO-NIGHT'S MASS MEETING.

To-night's mass meeting in the Auditorium may be the only public opportunity that the advocates of a cheap means of transit on Sunday will have of placing their views before the people. Those therefore who are in favor of increasing the conveniences and advantages enjoyed by the citizens should testify by their presence to their sympathy with and interest in the movement. Hon. John Beverley Robinson will preside. Opponents of the innovation will not be refused a hearing, and enquiring souls desiring to interrogate a speaker need have no fear of the police. The advocates of Sunday cars feel that the more the matter is discussed, the more light there is thrown on it, the more surely will their cause prevail with thinking and fair-minded people. To-night's meeting will be the meeting of the campaign.

THE NEW LORD DUNLO.

Belle Bilton's "Double Bill"—Care Taken Not to Mix Up the Newly-Born Youngsters — All Three Well.

LONDON, Dec. 29.—Lord Clancarty is "tickled almost to death" over the fact announced yesterday, that the Countess of Clancarty, formerly the well-known music hall singer, Belle Bilton, and still later known as Lady Dunlo, has given birth to twins, both boys, one of whom becomes Lord Dunlo.

The difference in the ages of the young swells is said to be only twenty minutes. The younger of the two will be sorry for the rest of his life he was late less than half an hour.

The Countess of Clancarty telegraphed to a friend from Upper Hare Park this evening:

"Nothing succeeds like success. Double bill to-night. Pantomimes not in it."

The Countess took a leading part in the Drury Lane pantomime just a year ago.

The Countess of Clancarty and her twin sons are doing well.

As soon as the first child was born a piece of white ribbon was tied around his wrist, so that there could be no mistake afterwards, as, unless some accident should happen, he will be the next Earl.

LOST IN A HURRICANE.

Fifteen Haligonian Lobsters Which Succumbed to Bad Weather.

LONDON, Dec. 29.—The first consignment of live lobsters from Halifax arrived at the London docks by the Historian, which took 16 days in making the passage, and of the consignment 13 lobsters died during that time, 15 were lost in a hurricane which occurred two days before her arrival. The vessel was detained for two days in the river by the fog and the Thames water proved fatal to the rest of the cargo.

Parnellite Hopes Revived.

DUBLIN, Dec. 29.—A meeting of the National League was held in this city today with Mr. John E. Redmond in the chair. The members present congratulated themselves and Mr. Redmond on his election to represent Waterford City in parliament. Mr. Redmond in opening the meeting declared that the victory in Waterford was the beginning of a revival of the trust formerly placed in the Parnellites.

Chat from Over the Sea.

Australia has subscribed £25,000 to the McCarthyite section of the Irish party.

The Indian Congress is in session at Magpur. A Brahmin named Charu was elected president.

MUSIC'S CHARMS.

From Near and Far the Executants Gather—Interesting Discussion.

The Canadian Society of Musicians opened its seventh annual convention yesterday morning in the theatre of the Normal School. The president, Mr. R. S. Ambrose of Hamilton, occupied the chair and was supported by the secretary, Mr. V. P. Hunt of Toronto.

After an informal address from the chair the representatives of the various cities gave in their reports. Mr. Edward Fisher reported for Toronto, Mr. D. J. O'Brien for Hamilton, Mr. Thomas Martin for London, Mr. A. M. Read for St. Catharines.

Mr. Hunt reported the past year as uneventful. While the first fervor of enthusiasm has died out, and the fickle and unsteady had fallen away, yet the society has passed through the period of depression which in the history of every organization succeeds the first flush of enthusiasm. It has now entered upon its third period—that of steady growth; and the prospects are very hopeful. It is the duty of all members to help on the society with heart and soul. The secretary also thanked his assistant, Mrs. Biglow, for her efficient assistance and retired, his report being received.

Then came the treasurer's report, Mr. J. E. P. Aldous first explaining the impossibility of bringing the accounts completely to date when the offices of treasurer and secretary are separate and the officers residing in different cities. Up to October the receipts amounted to $241, the expenses to $240, the balance to 86 cents. The report was accepted.

Notice was given of a motion to alter the terms of entrance to the society so as to make admission easier. This closed the morning session.

In the afternoon the attendance was larger; by 4.30 the theatre was well filled, principally with ladies. Little business was transacted, the main events being Mr. Forsyth's paper on the piano, and the recital by Mr. Thomas Martin and the Mehan Ladies' Quartet of Detroit.

Mr. Forsyth's paper was a very able one. In it he combated many of the prevailing modes, and insisted alike on the need of specializing and the need of broad general culture.

Mr. Aldous was the first appointed to discuss the paper. He suggested that too much was said about the emotional in piano playing, pointing out that the piano was a machine by means of which the artist's emotion had to be expressed, and deprecating the excessive use of the pressure touch, of which some were disposed to make so much.

Toothache cured instantly by using Gibbons' Toothache Gum.

A YEAR'S BEGINNING.

The Time at Which Good Resolves Are Made.

At such a juncture as the present in the year's history—when its waning hours overshadow the unknown mysteries of the future—people generally commence the formation of what are known as "good resolves." These will be observed or lost sight of just in proportion as the will of the person is bent upon the object to be obtained. There is another species of resolve very seldom thought of but none the less important. This is the class that requires but little concentration of effort in fulfilling the desire. This is the class in which, if one act upon the impulse of the moment, nothing further is necessary. In order to make the idea more plain, it may, perhaps, be better to give a couple of trite but appropriate illustrations. Nearly everybody in the community in trying to observe the first kind of "resolves" have striven frantically to be circumspect and devout in their conduct, but have invariably failed ignominiously before the opening week of the year had come to a close. In regard to the second species it need only be said that they require simply the thought and then the act. For instance, a man thinks it would be a good idea to present his wife with a seal sacque or a sealette jacket for a New Year's present. All he has to do is to visit W. & D. Dineens', and, with the consummation of the wish, his worry and troubles are ended.

Try the Restaurant at the Hub.

Sore or Ulcerated Legs, 136

An absolute and rapid cure for open sores or ulcers on the legs from varicose veins, etc. Medicine sent prepaid by mail on receipt of one dollar by J. G. Dixon & Co., 34½ West King-street, Toronto, Canada.

DEATHS.

WILSON—Adam Wilson, late Chief Justice, Spadina-crescent, in his 79th year. Funeral private. No flowers.

O'CONNOR—At his late residence, No. 64 Hazelton-avenue, on Thursday evening, Dec. 29, Dennis O'Connor, aged 52 years. Notice of funeral hereafter.

GOOSEY GAVE HIS PALS AWAY

JOHN BARTRAM FIRED THE SHOT THAT KILLED HESLOP.

The Text of the Confession Made by the Indian in Brantford Jail—He Minutely Describes the Doings at the Heslop Residence—They Got Scared After the Murder and Nobody Wanted the Jewelry.

BRANTFORD, Dec. 29.—Your correspondent has obtained the text of the confession by the Indian Goosey in connection with the Heslop murder. Goosey tells the story of the murder as follows:

Bartram, Lottridge, Douglas and himself started for the Heslop house together in a rig. Goosey and Lottridge remained outside and Bertram and Douglas went inside. Goosey stayed at the door and Lottridge stood by the rig in the garden. Those outside heard a shot and Goosey ran down to Lottridge and exclaimed: "We'll hang for this." They got scared and drove away without Bartram and Douglas, but summoned up courage to return in a few minutes. They met their pals on the road outside the house and Lottridge asked: "Is anybody killed?" Bartram answered: "Well, he won't hit anybody on the head with a chair again."

The guilty men drove rapidly towards Ancaster, and when half way there they took a side road, and after doubling several times to avoid pursuit, headed direct for the Lottridge house. They remained there until morning, when Bartram told them that they had gone through the house carefully but found no money. He produced the jewelry and offered to divide it up, but none of the others wanted to have any of it.

DONE UP BROWN.

The Miller of Dunnville and His Grist Did the Business.

CAYUGA, Dec. 29.—The Monck controverted election came up for hearing to-day before Hon. Justices Ferguson and Robertson. Mr. Colter, for the respondent, admitted that a miller at Dunnville named Stephen Haney had sent a letter to a voter in Wainfleet, named Riley Rogers, asking him to vote for Mr. Brown, Liberal M.P., and enclosing a dollar bill.

Judgment was given declaring the election void. Costs follow the event. The cross-petition was dismissed.

Harwood Takes a Walk.

VAUDREUIL, Que., Dec. 29.—The trial in the contested election of H. S. Harwood, Liberal M.P. for Vaudreuil, was held this morning before the Hon. Justices Pagnuelo and Doherty. At the opening of the court Mr. Bisaillon called in Mr. H. S. Harwood, the defendant, who admitted under oath that Damase Leroux, his agent, had given $5 to an elector, Paul Verdon, which the court immediately declared a corrupt practice and annulled the election of Mr. Harwood with costs.

The Lanark Campaign.

ALMONTE, Ont., Dec. 29.—The first of a series of meetings in connection with the bye-elections was held in the town hall, Almonte, in reference to the candidature of Mr. B. Rosamond (Conservative) this evening. Addresses were delivered by Hon. John Thompson and Hon. George E. Foster.

No Liberal Candidate for Welland Yet.

WELLAND, Ont., Dec. 29.—The Liberal convention held at Crowland to-day was adjourned for a week. Next meeting will be held here on Jan. 5. No candidate was selected.

Dairy Farm Buildings Burned.

WINDSOR, Dec. 29.—This morning fire destroyed the barns of Antoine Lapan, proprietor of Maple Grove dairy farm on the Walker-road, near the third concession, together with 17 cows, 3 horses. The winter's supply of fodder and a quantity of implements were consumed. Loss $5000; no insurance.

House Burned at Blenheim.

BLENHEIM, Ont., Dec. 29.—The residence of Coghlan Mead, on the back ridge, about four miles from here, was destroyed by fire yesterday. Loss on house, $1000; insured for $600. Loss on furniture, about $500; insured for $200. Cause of fire unknown.

A "HEAP BIG" POW-WOW.

Seven Thousand Canadian Indians to See the Passion Play.

MONTREAL, Dec. 29.—During the first week in June next an extraordinary gathering of Canadian Indians will take place at Kamloops, in British Columbia.

There will be present about 7000 Christian Indians from various parts of British Columbia, and probably a number of pagan Indians. The Rev. Father Lacombe has organized this unique gathering, and during the week the "Passion Play" will be presented by Christian Indians.

This performance is not, of course, the prime reason for the gathering. There is understood to be a desire to meet one another, compare notes and consider educational matters and the progress in the arts of civilization.

FROZEN SQUID AS BAIT.

It May Render Canadian Fishermen Independent of Newfoundland.

OTTAWA, Ont., Dec. 29.—At the suggestion of the Government, Mr. Whitman of Canso secured and froze a quantity of squid for bait. The result is that all the boat fishermen at Canso have continued to fish successfully long after the boats in other ports were laid up.

It seems to be generally admitted that an extension of this system will render Canadian fishermen independent of Newfoundland.

Windsor Postoffice Robbed.

WINDSOR, Dec. 29.—The Essex postoffice was entered by thieves last night and considerable mail matter destroyed in a search for money. Only one registered letter was rifled. Kellert's clothing store near by was entered and three full suits of clothing, besides a number of other things, taken.

Millions of people enjoy robust health by using Adams' Tutti Frutti Gum. It invigorates digestion. Sold by all druggists and confectioners; 5 cents.

For Shooting His Wife.

BRANTFORD, Dec. 29.—T. R. Saunders, at police headquarters to-day, was charged with shooting his wife with intent. After hearing evidence of three witnesses, the police magistrate sent the case up to a higher court.

Ocean Steamship Movements.

Date.	Name.	Reported at.	From.
Dec. 29	Numidian	Portland	Liverpool
"	Runic	New York	
"	Furnessia	"	Glasgow
"	Circassia	Glasgow	New York

R. & T. JENKINS.

15 Toronto-street, Toronto.

Assignees in Trust, Accountants, Auditors, etc., etc. Established 1857. Telephone 156.

ROBT. JENKINS, THOS. JENKINS, JAS. HARDY. 135

A specialist will be in attendance during the holiday season for consultation, free of charge, in cases of defective sight due to errors of refraction and accommodation. Michaels, the optician, 47 King-street east.

The Weather.

Winds mostly westerly; fine weather; lower temperature.