

MAYOR BECK RETURNED UNOPPOSED FOR 1903.

His Worship Re-elected by Acclamation.

NEW FACE ON WATER COMS.

Mr. J. W. Jones Replaces Lt.-Col. Little and is Returned, With Chairman Jones, by Acclamation—Twenty-one in the Field for Alderman—Three Contests for School Trustees.

Mayor Adam Beck has been returned by acclamation for a second term, and during the year 1903 will preside over the business of the city. The result can scarcely be said to be a surprise, in so far as the lack of opposition is concerned, because it had been pretty well understood, despite the mutterings of rumored opposition, that if the Mayor consented to allow his name to be proposed for a second term his claim to the chair of office would not be disputed.

The Mayor took out his declaration of qualification early in the evening, and interest then became keen to see who would follow him. But the hours

retirement is an especial surprise. But there were several good men offering in their stead.

There was to be a contest for School Trustee in three of the wards. In No. 4, as before announced, Trustee E. J. MacRobert is returned by acclamation.

Following is a complete list of those who have been elected by acclamation and those who are definitely in the field:

MAYOR.
Adam Beck (aecl.)
WATER COMMISSIONERS.
John W. Jones (aecl.)
Wm. Jones (aecl.)
HOSPITAL TRUSTEE.
Richard A. Reid
George A. Reid
ALDERMEN.
Abram, Robert S.
Becher, Archibald V.
Campbell, C. T.
Cooper, Neil
Dreaney, Henry
Forristal, John
Gerry, Wm.
Greenless, Andrew
Hilliard, Thomas
Judd, Joseph C.
Matthews, Richard F.
McMechan, John H.
Park, John C.
Saunders, John H.
Scarron, John
Shoptland, John
Stevenson, Hugh A.
Traford, Wm.
Wills, Wm. D.
Winnett, Wm. H.
Wyatt, Wm.

SCHOOL TRUSTEES.
Ward 1.
Cullis, Richard H.
McCormick, Chas. J.
Ward 2.
Blackwell, Daniel W.
Colerick, Charles.
Ward 3.
English, Walter M.
Stevenson, Wm. J.
Ward 4.
MacRobert, E. J. (aecl.)

MUSIC AND DRAMA.

NEW YEAR'S MATINEE AT 3.

Artists of national reputation in their special lines are, it is announced, in the cast which comprises the new year's matinee and evening. Ernest Hogan, Henry Morris Jackson, Mattie Weeks, and Conelia fact the entire cast have no rivals worth mentioning. The afternoon performance will not commence until 3 p. m. This arrangement will be given with all the latest of theatre-going, many of whom are anxious to attend the matinee. By postponing the hour of the matinee there will be no necessity for hastening away from the dinner table in order to reach the theatre in time.

"CASTE" BY AN ALL-STAR COMPANY.

Probably for the first time in its history a play will be given with an all-star cast at the Grand Opera House on Saturday matinee and evening. The interesting and unique experiment will be made with George H. Brennan's revival of that delightful old English comedy, "Caste," which has been the groundwork for so many of the modern comedies, and despite the fact that it has been before the public for nearly half a century is still the most popular comedy in the English language. A good deal of credit is due Manager A. H. O'Neill for his pluck

in the interior of the cars will be finished in Cuban Mahogany, with finely figured veneer panels, ceiling, gold leaf. Window curtains are to be rose pattern, green silk faced panes, with accents of figures, and chairs, mahogany, seats and backs upholstered in leather.

The dining-room of the car will seat thirty people, thus affording ample accommodation, so that, considering the fact that these cars are placed in trains for long runs, there need be no hurry on the part of diners to finish their meal, owing to limited time.

This feature of the service is quite an important one, and those who would conserve health and those who look upon the necessity for fast eating with disfavor.

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The kitchen department is one that has been overlooked as thoroughly as the secret of the splendid viands served so acceptably to the patrons of the car. Everything is designed with a view to efficiency and cleanliness in the preparation, cooking and serving of orders, and as the kitchens are presided over by the most efficient chefs to be secured in the country, need not fear but that they will be pleased with the service.

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ADVANCING FREIGHT RATES.

Toronto, Dec. 30.—The recent meetings of the freight agents of Canadian railways to revise the different tariffs appear to be bearing fruit. One advance in rates recently made was on flour for export. Then changes were made in the classification on iron and iron products, which were equivalent to an advance, and now a marked advance is announced by the Grand Trunk and Canadian Pacific railways on grain between local points in the province. The two roads had reduced rates between these points, but this reduction is withdrawn, and the old rates are put into effect. The advance is a very substantial one, and felt by grain shippers ranging from one cent to nine cents per 100 pounds. The differences which now have to be paid per 100 pounds are as follows, in carload and less than carload lots respectively:—Up to 10 miles, 7 cents; 10 to 20 miles, 8 cents; 20 to 30 miles, 9 cents; 30 to 40 miles, 10 cents; 40 to 50 miles, 11 cents; 50 to 60 miles, 12 cents; 60 to 70 miles, 13 cents; 70 to 80 miles, 14 cents; 80 to 90 miles, 15 cents; 90 to 100 miles, 16 cents.

HAVE AGREED TO ARBITRATION.

Paris, Dec. 30.—France and Guatemala have agreed to submit to the International Court of Arbitration the dispute between them over the rights of the French claims against Guatemala. They are similar to those against Venezuela. The terms of the protocol are now being discussed.

NO CLAIM ON HONEST LIBERALS.

A Scathing Letter by Hon. S. H. Blake.

ROSS MINISTRY GREEDY AND BASE.

Mr. Blake Scores the Government for Their Refusal to Repudiate Their Agents and Officials Adjudged Guilty of Corruption and Bribery—The Moral Decline—Ontario Looks for Reform—He Hopes Mr. Foy and Colleagues Will Succeed on the 7th of January.

Hon. S. H. Blake, of Toronto, who is a constituent of Mr. J. J. Foy, M. P., P., and who voted for Mr. Foy in May last, has addressed the following letter to his representative in the Legislature:

Toronto, 27th December, 1902.
Mr. J. J. Foy, M. P., Toronto.
My Dear Foy—I am glad you came to see me yesterday. It affords me pleasure to hear you speak of the need there is for most strenuously endeavoring to drive out corruption in connection with our elections, our election trials and the government of our country generally. I rejoice to hear what you are hopefully looking forward to accomplish in this way. I will be only too glad to aid you in any manner in my power, although it may be in a small way, to the accomplishment of this end.

EVILS TO BE DEPLORED.

It is much to be deplored that there are those who have been educated to the low level of holding themselves out as hogs ready to be bought in the market by the highest bidder. It is much more to be regretted that there are those occupying apparently honorable positions as barristers, solicitors, merchants, or constables, who prostitute their position for a consideration, sell it, and work amongst this purchasable commodity, making it possible for the lowest bidder to secure the position for which he is seeking.

The service on the cars will be a la carte, as on all dining cars operated by the Lehigh Valley Railroad, which required that they be constructed for completeness of equipment for such service. It is expected that the operation of these two additional cars will result in a more satisfactory service of the road, which already holds an enviable place in the estimation of the travelling public, by reason of its splendid train service and the courteous treatment accorded passengers by employees of the company.

The two cars will be exactly alike in every respect, and no care or expense has been spared in their construction. In outward appearance they will be exceedingly pleasing to the eye. They will be painted in the standard Lehigh Valley color, and the lettering will be done in aluminum leaf. The ends will be fitted with wide vestibules, and each car will have four oval pale windows, one forward, one rear and two centre; and nine large double windows, mahogany framed, with a single pane of glass 4x25 inches, the upper 4x9 inches. The windows in the side roof, or what the builders term the "upper deck," are of pale green glass in metallic frames.

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WHAT THEY FAILED TO DO.

People have grown tired of the mere talk of attempts to make pure the political atmosphere in our province. This talk becomes hateful when it is found in the lips of those whose power is based on such corruption.

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EXTENSION OF THE CANADIAN NORTHERN.

President Mackenzie Outlines the Company's Plans.

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Mr. MacKenzie was then asked if the C. N. R. intends building an extension eastward from Port Arthur. "We have had surveys out, locating a route since last summer," he replied. "Where will you make your terminal?" "In the best place we can find. We intend to take all the centres of population—Ottawa, Montreal, Quebec and Toronto. The route intended to be taken is from Kishwaukee, near Port Frances, in an almost straight line to Quebec. Branches will connect Montreal and Ottawa with the main line, and close to Georgian Bay."

Mr. MacKenzie also drew a straight line from Quebec to Moncton in order to show the proposed extension to the Atlantic and outlined a curve up from St. John.

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the party, since Mr. Tarte's withdrawal from the Government, is without a regular organ. It was decided to establish a new paper, and a committee was named to make arrangements.

Judgment has been rendered in the Vice-Admiralty Court at Quebec by Justice Routhier against the steamer Westphalia for damages to the amount of \$18,000, resulting from her collision with the schooner Marie Anne last fall in the harbor of Quebec. The collision completely wrecked the schooner, and the captain and first mate were drowned. The widows get \$13,000 and the freighters \$5,000.

The single tax association of Toronto has addressed an open letter to the Dominion Government opposing a subsidy to the G. T. R. Pacific and advocating that the Government take a strip of land 15 miles on each side of the proposed route, lay out townships, etc., issue bonds for the construction of the road and pay the same by the increase in value of the land resulting from the construction of the line.

Hearing on Parlor Matches. Much warmth of feeling developed but few valuable suggestions were made at the public hearing by the Municipal Commission on Explosives at Fire Headquarters yesterday on the proposition to enforce the ordinance prohibiting parlor matches in the city after the end of this year. The room was crowded with wholesale and retail dealers, representatives of match factories, and others who all protested against the abolition of an article in such general use.

Commissioner Sturgis, the chairman, after making a little speech stating that the records showed that last year 867 fires had been traced to parlor matches, said that in addition to 246 fires started by children playing with matches, played a business engagement, and left J. Amory Haskell, of the commission, taking his place. After many speakers had been heard, all of whom were against the proposed enforcement, it was decided that those present should hold a meeting to-morrow afternoon at 2 o'clock at the rooms of the Board of Trade and Transportation to discuss the question of safe and dangerous matches and collate other information with which to come once more before the commission at another hearing.

Lawrence J. Callahan, of 41 Vesey street, seemed to voice the general sentiment at the hearing when he said that he did not believe there was a man in the room who would sell parlor matches, no matter how great the profit, if he felt that they were really dangerous.

"It is undoubtedly true," said Mr. Callahan, "that lives have been lost through the careless use of matches, but it is also true that lives are lost through the operation of railroad trains, and sometimes by the falling of bricks from buildings. Nevertheless we do not cease to run railroad trains nor do we stop erecting buildings. Mr. Callahan declared that he had dealt in parlor matches for thirty-five years without a single accident. Gen. George O. Eaton, of the commission, asked which matches are safe and which are dangerous. Mr. Callahan, "no match is safe otherwise."

"Which match is safe?" asked Mr. Eaton. "Every match is safe when carefully used," said Mr. Callahan, "no match is safe otherwise."

Force

Jim Dumps resolves on New Year's Day That he'll not change last year's good way, But daily dine on Strength's sure source, The brain-and-brawn-producing A brand new lease of life and limb All can foresee for "Sunny Jim."

Sweet, crisp flakes of wheat and malt.

will make ALL the year happy.

Will Be in Demand Hereafter. "I am considerably advanced towards eighty years of age. I have of late been almost rejuvenated by the use of your very excellent preparation which you have rightly designated as 'Force.' For the last month or two we all have found it never tire of it. It will be in demand hereafter."

"E. CATTEMOLE, England."

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