

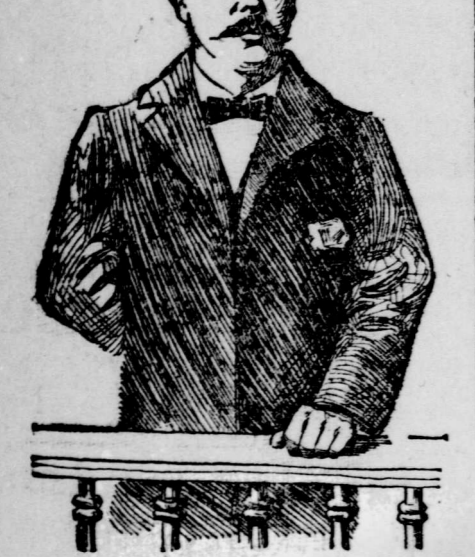
THE FAMOUS HYAMS TRIAL

One of the Leading Witnesses, Under Oath Makes a Statement That Clears Up a Great Deal of Doubt.

The trial of the Hyams twins for the murder of Willie Wells, in their warehouse, Colborne street, Toronto, was one of the most sensational in the records of criminal trials in Canada. For both prosecution and defense there were employed the most skilled lawyers on the continent.

Twice these young men had to face a judge and jury, but on both occasions they were acquitted. One of the many witnesses who gave evidence at these trials was Mr. D. F. McCarthy, who was at that time employed at Nasmith's King St. East store.

This store extends back from King street and adjoins the Colborne street warehouse. Mr. McCarthy had, on this account, while going about his daily duties, an opportunity of knowing Wells and the Hyams.



DALTON F. MCCARTHY

A short time after the trial he started in business for himself on Queen street west, but falling health compelled him to give it up. He consulted specialists and they advised him to go south.

He acted on their advice, and spent a great deal of money visiting famous health resorts, only to return home— as he fully believed at the time—to die.

He is very much alive, though, today, and the sworn statement which he gives of the means by which he regained health and strength, is worthy of careful perusal.

George St., Toronto, Ont., March 15, 1899.

The Doan Kidney Pill Co.:

Gentlemen,—I was born in Meaford, Ont., and always enjoyed good health up to about 1894, when I began to be troubled with symptoms of kidney trouble.

I had then been employed with the Nasmith Company, Limited, 51 King street, east, for upwards of five years, and was one of the witnesses in the famous Hyams trial. Owing to the confining nature of my work and continued ill-health, I sought a change and embarked in the retail grocery business on Queen street west, where I was well known, and which I continued for two years.

My health continued to grow worse. I tried different patent medicines and most everything that came under my

notice, but with no good result. My condition now assumed such alarming symptoms that I sought the best medical advice in the city. I took treatment from physicians who claimed to be specialists on kidney troubles. They mostly all agreed that I was suffering from Bright's disease, but did me little or no good. One doctor, after treating me for three months, told me to go south for the winter, as I was incurable and would get relief only by cupping and baths. I then visited health resorts both in the United States and Eastern Canada, and after spending time and a great deal of money I came home to die, without a particle of hope that I would live to see the following spring.

It was while I was in this condition that I chanced to be in Peterboro, and had my attention called to Doan's Kidney Pills by Mr. Wm. E. Killigan, a well and favorably known resident of that town. I did not at the time take much notice of them, he said about them, but soon after, feeling that they might afford me some temporary relief, as some remedies I had tried had done, I concluded to get a box for that purpose and did. After taking the first box I was so charmed with the result that I bought three more, although I did not even then hope that the effect would be permanent. You, sir, can imagine my astonishment when I first noticed that I had begun to gain weight. It was then, and not till then, that a ray of hope shot through my heart, which for a long time past I dare not cherish.

In the time of my recovery dates from the first box. Although it was slow it was none the less sure. Three months after the first box I had gained 30 pounds in weight, and it is now a little over a year since I took the first pill. I now weigh 160 pounds and feel in the pink of health. It is now over four months since I discontinued taking the pills and there is not the shadow of a returning symptom. I can do as hard a day's work as ever.

In the matter of a testimonial given to the Doan Kidney Pill Co., by Dalton F. McCarthy, in respect of Doan's Kidney Pills, dated 15th day of March, 1899.

D. DALTON F. MCCARTHY, of the City of Toronto, in the County of York, engineer, do solemnly declare that the testimonial given by me to the Doan Kidney Pill Co., above referred to, and the statements therein contained are absolutely true in every particular, and I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act, 1881.

(Sgd.) DALTON F. MCCARTHY, Declared before me at the City of Toronto, in the County of York, this 15th day of March, A.D. 1899.

(Sgd.) CHAS. HENDERSON, A Commissioner.

ground. Scarlet, strange as it may appear, is said to be the "second best" color for invisibility, and it is cool, offering the least resistance to the rays of the sun. Sir Charles Nagler upheld the scarlet coat on the ground that the color inspired fear by setting up suggestions of wounds and death in the mind of the foe.

Khaki is not issued to a regiment until it is going on foreign service. It is worn by all garrisons abroad. The puttie and helmet-cover of khaki are supplementary to the tunic and frock. The puttie, or bandage, takes the place of the leather leggins worn on home service. Putties are always of wool, and woven of the width in which they are supplied, so that they have only to be cut to their length. In the infantry it covers the lower part of the trousers, in the cavalry it is wound round the leg up to the riding breeches. The khaki helmet-cover hides the brass fittings which, glistering in the sun, betray wearers to the enemy out "sniping."

In the last Transvaal war some of our troops anticipated the helmet-cover by staining their headwear, which was white, of a coffee-color.

The introduction of khaki to have a thorough trial in South Africa. The armored trains are painted of a khaki color, whilst the big guns, the straw hats of the sailors, the bayonets of the infantry, and the swords and lances of the cavalry have all taken over a similar hue.

Of course the fact that clothing of the color of the soil was of advantage to the soldier and the sportsman was a burden, existence during the day. Khaki came up by my years before, and it is the color of the covert-clothes, the name of which survives its use, bears witness. Army reform, how it has always been a slow and tedious process. In the case of the dress, the opinion of Lord Wolseley—that a British general reminded him of nothing so much as a monkey on a barrel-organ—could not be quoted.

The introduction of khaki is the first important step toward a much-needed revolution in military dress. The khaki tunic is loose and comfortable. The opinion seems to have gained ground at last, that if a man has his hands free in attack and defense, it is not well to confine him in tight-fitting clothes, which make exertion impossible. Meanwhile there is likely to be a boom in khaki among the non-combatants as well as combatants. Khaki is going to be a fashionable color for the windows of the tailors and dressmakers may be relied on. In another field, one enterprising publisher has issued a book on the British Army, in khaki, and a few of the experienced employes of the Manhattan Company, a few days ago. One of the most dangerous duties involved in the company's service is that known as "trouble hunting."

A LINEMAN'S OVERSIGHT.

An accidental touch of an electric light wire in New York, caused the death of an experienced employe of the Manhattan Company, a few days ago. One of the most dangerous duties involved in the company's service is that known as "trouble hunting." It consists in making tests of the system with a view of locating possible breaks in the circuits. Only the most careful and reliable workmen are employed in this duty. One of these started out with a helper to examine the wires in Fourteenth street. He had worked along the streets as far as Ninth avenue, making tests at intervals. At the corner of the avenue he climbed the pole, while his helper stood below, to get the tools. The helper was looking down the avenue when he heard a heavy thud. Turning around, he saw the lineman lying prostrate on the sidewalk. He went to his assistance immediately, but the man was dead. A black streak across one of his hands showed where he had taken hold of the wire. In his pocket were the rubber gloves that he usually wore when engaged in this duty. Apparently he had forgotten to put them on. If he had been wearing them, the inspectors say, he might have handled the wire with impunity, and his helper, a man so experienced should have neglected the simple precaution; but familiarity with danger often leads to such neglect.

SPEED OF CABLE MESSAGES

The Record Rate is Forty-Five Words a Minute.

One of the essential features of a submarine cable is the speed of signaling. In operating long cables very delicate instruments are required, and the currents arriving at the receiving end are very feeble in comparison with those employed in land-line signaling. The longer the cable, naturally, the feebler the impulses arriving at the receiving end. A short cable, a cable of under 1,000 miles being generally considered a short cable, gives a speed of signaling amply sufficient for all purposes, with a conductor weighing about 100 pounds to the mile, surrounded by an insulating envelope of gutta-percha weighing about an equal amount. When we come to a cable of about twice this length it is found necessary, in order to get a practically unlimited speed, that is, a speed as high as the most expert operator can read at, to employ a core of 650 pounds of copper to the mile, insulated with 400 pounds of gutta-percha to the mile. These are the proportions of copper and gutta-percha in the 1894 Anglo-American Atlantic cable, which is considered a record Atlantic cable for speed of working, and has been worked, by automatic transmission, at the rate of some 45 words a minute. The type of cable proposed for the Vancouver-Vancouver section of the British Pacific cable, as designed by Lord Kelvin, is to have a core of 552 pounds of copper and 383 pounds of gutta-percha to the mile, and is calculated to give a speed of twelve words per minute over a length of 3,569 miles. It is not considered safe to adopt a very much heavier core than this, for the reason that the weight of the insulation will give a core that should weigh more than about half a ton to the nautical mile, and would be so great that picking it up for repairs from a depth of 3,000 fathoms would be an extremely difficult and hazardous operation. From "The Problems of a Pacific Cable," by Herbert Laws Webb, in the February Scribner's.

CURE THOSE UGLY PIMPLES.

By Using Dr. Agnew's Ointment—A Form of Eczema Helped at Once and Cured Eventually by Its Use.

Not a skin blemish caused by eczema, tetter, ringworm, salt rheum, scald head and other skin diseases that will not vanish as by magic on the application of Dr. Agnew's Ointment. It now in need of treatment, I will gladly send the formula free to you, suffering men. Geo. McIntyre Box C-12, Fort Erie, Ont.

Sleeping with the hair pinned up tightly is not only bad for the circulation, but it is said to prevent the hair from growing.

CAUTION.—Beware of substitutes for Pain-Killer. There is nothing "just as good." Unequalled for cuts, sprains and bruises. Internally for all bowel disorders. Avoid substitutes, there is but one Pain-Killer, Perry Davis', 25 cents and 50 cents.

It has been estimated that the English people use 5,000,000,000 matches each year, or 1,700,000,000,000 annually.

ARE THE CHILDREN GROWING NICELY?

Stronger each month? A trifle heavier? Or is one of them growing the other way? Growing weaker, growing thinner, growing paler? If so, you should try

Scott's Emulsion. It's both food and medicine. It corrects disease. It makes delicate children grow in the right way—taller, stronger, heavier, healthier.

Good, reliable Scott's Two-Walnut-Shell-Egg-Yolk on hand, 383 Richmond Street, Toronto.

RICHMOND STREET 383

PARK AVENUE WM. SLATER Pressing and repairing neatly done

APIOL & STEEL For Ladies PILLS

A REMEDY FOR IRREGULARITIES. Superdosing Bitter Apple, Pili Cochia, Eningroyal, etc.

Order of all Chemists, or send for St 50 from KYANS & SONS, LIMITED, Montreal, Que., Toronto, Ont., and Victoria, B.C.

MARTIN, Pharmaceutical Chemist, Southampton, Eng.

MARRIED WOMEN If you are irregular of the monthly period, write to MRS. MARION WILMOT, Box 81, Bridgeburg, Ont., and she will send you the formula that will relieve the worst case in two to five days. No pain. This recipe has brought happiness to hundreds of anxious women.

CLARKE & SMITH, Undertakers and Embalmers. Scientific work, first-class appointments. 113 Dundas St. Phone 588.

Lee Hing Laundry 467 Richmond Street. Free Cure For Men. A new remedy which quickly cures renal weakness, varicose night emissions, premature discharge, etc., and restores the organs to strength and vigor. Dr. Wm. Knapp and his assistants, Detroit, Mich., gladly send you the receipt of the wonderful remedy in order that every weak man may cure himself at home.

ALL ABOUT KHAKI

The New Fighting Color of the British Army.

First Important Step Toward a Much Needed Revolution in Military Dress—The Various Uses to Which Khaki is Being Adapted.

"Khaki is primarily a color and not a material. The word is of Indian derivation, and means dust or mud-colored. There seems to be every likelihood that "the thin red line" will disappear, and that khaki will become the fighting color of the British army. Lovers of military spectacles need not repine; Mr. Atkins will still continue to don his scarlet tunic for ceremonial occasions. Khaki was first worn in India by British regiments certainly twenty years ago, perhaps earlier. India is a land of many climates, so that a good deal of latitude is allowed to the way in which the different regiments receive from the Indian government so much money in lieu of clothing which it does not want, and with this purchases clothing which it does. In this way khaki probably came into use. It was worn by the native troops anterior to its adoption by our own men. Khaki is really the color of the soil of India.

The first official issue of khaki by the home government was for the Egyptian campaign of 1882. A gray serge was tried, but proved unsatisfactory. Khaki has been used in all our operations in Egypt since, and found as suitable for that country as for India.

The cloth is not made by the government, but contracted for with certain Manchester firms. Formerly, one firm had the virtual monopoly of the supply. There were others who could supply khaki cloth, but their dye was not a fast one. After prolonged experiments they overcame the difficulty, and the government now draws its supplies from several mills. Also, owing to the nature of the new material, there was at first some trouble in the sewing; the needle grew almost red hot. This was remedied by the simple device of soaping the seams. The only complaint received at the army clothing department at Pithloch was that the nature of the dye, a part of each lot of cloth bought is fast by boiling in salt water and in a weak solution of soda. But sometimes it is unavoidable in dealing with large quantities of cloth—that there will be a small piece which has not been dyed. Also the army clothing department is unable to prevent Tommy's soldiers from getting a washing color so that no self-respecting color would be allowed to be between nine hundred thousand and a million yards of cloth annually. This year's total will

probably be much larger, for the campaign in South Africa has swallowed up our stocks accumulated and they will have to be replaced. The huge stock of uniforms kept at the army clothing depot is part of the system, which enables us to mobilize an army corps in so short a time as makes continental critics cease their carping for a while at our supposed military inefficiency.

Neither the khaki nor the uniform is made at Pithloch. The lengths of cloth are given out to contractors, who return them in the form of tunics and "continuations"—trousers for the foot-soldier, breeches for the cavalryman. The work is not confined to London. Contractors are given to firms all over the country. Uniforms are not made to measure, but in sizes to be adapted by the regimental tailors. No difference is made in the material of the different uniforms, but, as a rule, British officers buy his own or an army outfitter.

The khaki tunic has two large outside breast-pockets, each with a flap. These are really double pockets, for they are subdivided so as to hold a store of reserve ammunition in addition to the handkerchief and any small personal belongings. The ordinary supply of ammunition, of course, carried in the bandolier, which is of leather to match the tunic. There are also two small skirt-pockets. One holds a card with name, number, and statement as to the next-of-kin of the wearer, the other a supply of lint for "first aid." The old serge tunic, which the khaki has ousted, was designed to serve for either home or foreign service. But the two outside pockets were in the skirt, instead of the breast, and the flaps were heavy thundershirts. For cotton clothing is quite inadequate as a protection against a tropical downpour, and worn under such conditions is exceedingly unhealthy.

You must not get, however, the exact khaki shade in woolen. But the difference, though quite perceptible on comparison, is of little practical importance. The cost of the woolen material is four times that of the cotton. It is not unlikely, however, that it will eventually take the place altogether of the cotton, which, though exceedingly durable, is wanting in warmth.

Khaki will probably be found to be the best color for the African veldt as for the plains of India and Egypt. Invisibility, which is aimed at, is, of course, largely a question of back-

A CLERGYMAN'S INFLUENCE

Paine's Celery Compound

Recommended by Rev. C. M. Tyler, a Methodist Minister of Nova Scotia.

It Saves the Life of Mr. George W. Parks.

A Gain in Flesh of Thirty-two Pounds in Three Weeks.

"Amongst professional men who are active and ardent advocates of Paine's Celery Compound, clergymen are found who, while their helpers stood below with their churches who are ailing, sick and diseased.

The true and honest clergyman who has himself experienced the life-giving powers of Paine's Celery Compound, who has been raised from weakness of body to full health and vigor, feels it a duty to speak to others of the only true health and strength builder that the world has ever seen.

Mr. G. W. Parks, once near the dark grave, but rescued and saved by Paine's Celery Compound after failures of his doctors, sends the following testimonial: "While at sea I was taken sick, which compelled me to abandon my work, and seek home and rest. I consulted the doctors, who pronounced it typhoid or slow fever. I suffered severely from night sweats, and cold chills during the day. Added to this, I was extremely nervous, which weakened me and reduced my flesh, until I was a mere skeleton. This continued until last winter, when my wife and friends began to despair of my recovery, as the medicines I took produced no good, and I was gradually growing worse.

Through the influence of Rev. C. M. Tyler was induced to give Paine's Celery Compound a trial, and I can truly say it worked wonders. The first bottle gave me great relief, and five bottles completely cured me. I gained 32 pounds in three weeks, and am now strong and healthy. I would urge the suffering everywhere to give Paine's Celery Compound a trial."

If you are tired reading Blue Ribbon Tea advertisements, take a cup of the tea itself and you will be in a good humor again.

A WONDERFUL ANTISEPTIC COMPOUND

NOVO

A Medicated Toilet Soap of the Purest. Awarded Silver Medal Greater Britain Exhibition, 1897.

A FEW REASONS WHY YOU SHOULD USE NOVO.

Rec. No. 3007. WHAT IT WILL DO.

- 1—Prevents all contagious diseases from approaching where it is used.
- 2—It will clean and polish paint work and not kill the gloss on the paint.
- 3—It will clean carpets without taking them up.
- 4—It will clean linoleums like new.
- 5—It will clean bicycle chains and rims.
- 6—It will clean and remove paint, oil and grease stains from wooden and cotton clothing. Also cleans coat collars and hats.
- 7—It contains no alkali and is strongly recommended for washing the head, as it imparts a silky and natural gloss to the hair, and is especially useful for children.

Price 10c & 20c Block

R. H. LAVERS & CO., Ltd., Atlas Works, East Floss, Birkenhead, Liverpool, Eng.

USE

EDDY'S BRUSHES

The Most Durable on the Market. For Sale Everywhere.

FREE TO MEN.

THE writer will send, absolutely free the formula which restored him to vigorous health after suffering for years from the effects of the follies of youth, which caused a failure of the vital forces, and nervous exhaustion. If you are really in need of treatment, I will gladly send the formula free to you, suffering men. Geo. McIntyre Box C-12, Fort Erie, Ont.

BUSINESS DIRECTORY

Ready Reference Guide of London—Banks, Wholesale Dealers and Manufacturers.

Auction Mart, Storage and Moving. PORTER & CO., 'phone 1162.

DOMINION SAVINGS AND INVESTMENT SOCIETY.

CANADIAN SAVINGS AND LOAN.

Brushes. THOMAS BRYAN, 61 Dundas street.

Building and Loan Companies. BIRKBECK LOAN CO., 169 Dundas.

Dyers and Cleaners. STICKWELL'S, 259 Dundas street.

Drygoods. ROBINSON, LITTLE & CO., 343 Rich.

Hats and Caps. FRASER, McMILLAN & CO., Rich'd.

Fancy Drygoods and Millinery. JOHN C. GREEN & CO., 122 Ridout.

Hardware. HOBBS HARDWARE CO., 329 Rich. JOHN BOWMAN HARDWARE COMPANY, York street.

Iron, Brass and Wire Works. DENNIS WIRE & IRON CO., King.

Lumber Boxes. LONDON BOX MFG. & LUMBER CO (Limited).

Tea Importers. MARSHALL BROS. & CO., 67 Dundas.

Wholesale Grocers. A. M. SMITH & CO., 176 York street. ELLIOTT, MARR & CO., 333 Rich.

CANADIAN PACIFIC

Settlers' One-Way Excursions

To Manitoba and Canadian Northwest will leave Toronto every TUESDAY during March and April.

Passengers traveling without Live Stock should take the train leaving Toronto at 2 p.m.

Passengers traveling with Live Stock should take the train leaving Toronto at 9 p.m.

Colonist Sleeper will be attached to each train.

For full particulars and copy of "Settlers' Guide" apply to any Canadian Pacific Agent, or to

A. H. NOTMAN, Asst. Gen. Pass. Agent, 1 King street east, Toronto.

THOS. H. PARKER, City Passenger Agent, 161 Dundas, corner Richmond.

Allan Line Royal Mail Steamships for Liverpool, Calling at Moville.

From Toronto to Liverpool direct Feb. 24 Feb. 28
From Toronto to Liverpool via Genoa Feb. 24 Feb. 28
From Toronto to Liverpool via Genoa Feb. 24 Feb. 28

RATES OF PASSAGE.

First cabin, \$25 and upwards. Second cabin \$16. Steerage, \$22.50 and upwards. New York to Glasgow. First cabin, \$30 and upwards. Second cabin, \$20. Steerage, \$25.00. Reduction on first and second cabin return tickets.

London agents—E. De La Hooke, T. H. Parker, F. B. Osacke.

Railways and Navigation

GRAND TRUNK RAILWAY SYSTEM

COLONIST EXCURSIONS

to the...
Canadian Northwest.
Will leave Toronto, via North Bay, at 2 p.m. and 9 p.m. each Tuesday during March and April, if sufficient business offers.

Colonist Sleeping Cars for passengers, with ordinary baggage, will be attached to train leaving Toronto at 2 p.m., and will run through to Winnipeg. Colonist Sleeping Cars for passengers, traveling on same train as their live stock will be attached to train leaving Toronto at 9 p.m., and will run through to Winnipeg; berths will be free in these cars, and can be secured by passengers on application to Grand Trunk agents. Tickets, rates and all information from agents of Grand Trunk Railway system.

M. C. DICKSON, District Passenger Agent, E. DE LA HOOKE, C. P. and T. A., "Clock" corner Richmond and Dundas streets.

Only 14 Hours

London to New York

By the special fast trains of the

MICHIGAN CENTRAL

"The Niagara Falls Route."

Leaving London daily, Sunday 7:15 p.m., excepted, at...

JOHN PAUL, City Passenger Agent. O. W. RUGGLES, General Passenger and Ticket Agent.

WHITE STAR LINE

New York to Liverpool via Queenstown via

IMPORTANT NOTICE

Passengers are now being booked for summer sailings. Be sure at once and save disappointment. Bear in mind that it is easier to cancel accommodation at late date than to secure it.

S.S. OCEANIC, Feb 21, 9:30 a.m.
S.S. TEUTONIC, Feb 28, Noon
S.S. GERMANIC, March 7, Noon
S.S. OCEANIC, March 21, 8:30 a.m.

*Excellent Second Cabin accommodation on these steamers.

E. De La Hooke, Sole Agent for London, "Clock" Corner

INTERCOLONIAL RAILWAY

On and after Sunday, Jan. 14, 1900, the trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close connection with the Maritime Express and Local Express at Nova Scotia Depot, Montreal, as follows:

The Maritime Express will leave Montreal daily except Saturday, at 11:20 a.m., and on Sunday at 11:50 a.m., for Halifax, N. S., St. John, N. B., and points in the Maritime Provinces.

The Maritime Express from Halifax, St. John and other points east, will arrive at Montreal daily except on Monday, at 5:30 p.m.

The Local Express will leave Montreal daily, except Sunday, at 7:40 a.m., due to arrive at Riviere du Loup at 9:30 p.m.

The Local Express will leave Riviere du Loup daily, except Sunday, at 12:30 p.m., and at 1:30 p.m., due to arrive at Montreal at 10:30 p.m.

Through sleeping and dining cars on the Maritime Express. Buffet cars on Local Express.

The vestibule trains are equipped with every convenience for the comfort of the traveler. The elegant sleeping, dining and first-class cars make travel a luxury.

THE LAD OF BIG GAME

The Intercolonial Railway is the direct route to the great game regions of Eastern Quebec, New Brunswick and Nova Scotia. In this area are the finest hunting grounds for moose, deer, caribou and other big game, as well as unlimited opportunities for shooting wild geese, ducks, snipe and other bird game to the part of the continent. For information as to game in New Brunswick, send for a copy of the "Lad of Big Game."

Tickets for sale at all offices of the Grand Trunk system at Union Station, Toronto, and at the offices of the General Traveling Agent, Wm. Robinson, General Traveling Agent 804 York street, Toronto.

H. A. Price, District Passenger Agent, 143 St. James street, Montreal.