

WELCOME AND GET MEMNANTS! RIDDIS BROS.

The Free Press

LONDON, ONT., FRIDAY, MARCH 1, 1889.

ELLIOTT BROS. GROCERIES AND WINE MERCHANTS, No. 155 Adelaide St., LONDON, ONT.

GENERAL CABLE NEWS.

RESIGNATION OF THE ITALIAN PRIME MINISTER.

Emilia Pasha Again Vanquishes the Dervishes, with Heavy Loss-Suppression of the French Patriotic League-Three of the Leaders Arrested-The New British Minister to the United States-The Atchinnoff Incident in the French Chamber.

London, Feb. 28, midnight. A Rome despatch says:—Prime Minister Crispien has resigned.

The French Government has decided to suppress the Patriotic League.

The French Senate has approved a bill for the construction of two cruisers.

The report of Sir Julian Pauncefote's appointment as British Minister to the United States is semi-officially confirmed.

Father Clarke has been arrested in County Wicklow for making speeches tending to excite the people to commit unlawful acts.

The Prince of Wales was present at the battle of the flowers at Nice to-day. He was enthusiastically applauded, and he merrily pelted his assailants.

A Cairo despatch says:—A deserter from Wady Halfa reports that Emin Pasha has again vanquished the dervishes with heavy loss in the Bah-el-Gebel Provinces.

There was another stormy scene in the Lower House of the Hungarian Diet to-day. Premier Von Tisza spoke in defense of the Army Bill. For several minutes his voice was drowned by a torrent of hisses and groans from the Opposition. He was afterwards repeatedly interrupted, and finally, amid a great uproar, the debate was adjourned.

In the French Chamber of Deputies to-day M. Spuller, Minister of Foreign Affairs, replying to M. de la Fosse, declined to discuss the Atchinnoff incident. M. Hubbard reminded the Ministry that the facts are liable to be distorted and political capital made out of the blood spilled. M. Spuller said the incident was to be regretted. In the meantime he could only do as any patriotic Frenchman would, express sympathy with a nation friendly to France. The Chamber adopted the order of the day, including an expression of friendly sympathy towards Russia.

A Paris despatch says:—Paul De Roulede, President of the Patriotic League, and Deputies Laguerre and Richard, leaders of that organization, have been arrested and will be prosecuted. They are charged with having by hostile acts, such as the signing of the Atchinnoff manifesto, exposed the State to the danger of a declaration of war. The police to-day took possession of the offices of the League. M. de Roulede declines to answer the charges against him at present. The suppression of the League was decided upon at a council held at the Elysee Palace. Afterward Premier Tirard, M. Constans, Minister of the Interior, and M. Thevenet, Minister of Justice, conferred with the Procureur-General and the Prefect of Police with the view of taking concerted action. M. de Launay, of the Right, will raise a question in the Chamber regarding the arrest of the accused Deputies.

An All-Night Session. Ottawa, Feb. 28. (Special).—As intimated in the House to-night, it is the intention of the Government to have Mr. Laurier's fisheries resolution pressed to a vote at to-morrow's sitting, in pursuance of their policy of pushing business in order to make an Easter prorogation possible. It is thought to-morrow's sitting will be an all night one—the first of the session.

THE FIRE RECORD.

Albany, N. J., Feb. 28.—About one o'clock this morning the M. J. House, at Amsterdam, an old landmark, was totally destroyed by fire. Loss about \$5,000.

BUSINESS CHANCES.

GOOD CARTAGE BUSINESS FOR SALE in Owen Sound. Proprietor moving to the North-west.—Box 405 Owen Sound. Apply this office.

FOR SALE OR TO RENT, THE ENTIRE contents of a well furnished parlor. Apply this office.

HOTEL BUSINESS FOR SALE.—ONE of the best stands in the city, opposite the market, doing a large trade in the city. Reason for selling out, retiring from business. For further information apply to the Boswell House.—THOS. BOSWELL, London, Ont.

HOTEL TO RENT OR SELL.—THE WELL-KNOWN "Brown House," Aylmer, Ont.—Address H. J. BROWN, Aylmer, Ont. 123th Street.

LOST OR FOUND.

FOUND, A SUM OF MONEY. OWNER can have same by proving property. Apply to JAMES F. DEJEAN, Molsens Bank, city.

LOST—A SMALL BUNDLE OF VOUCHERS between the council room, Thorndale, and the Treasurer's residence, lot 18, con. 3, Nisour West. The above contained two notes, each for \$100, payable to Mrs. Charles Harrison, but which were paid on maturity. The public are warned not to negotiate with any person presenting the said notes.—M. WALTER, Treasurer. Feb. 27th, 1889. wf-d127v

TO LET.

COMMODIOUS COTTAGE, SIX ROOMS, with bath, kitchen, cellar, hard and soft water, and a garden. Apply to J. W. OSMONKE, 59 Dundas street.

BRIGHT RESIDENCE, WITH ALL MODERN IMPROVEMENTS; No. 106 Litchfield.—PETER McCANN.

TO LET—COMFORTABLE ROOMS WITH BOARD—late dinners—439 Colborne st. x123v

TO LET—A SMALL STORE AND GOOD DWELLING—304 Dundas street.

SITUATIONS WANTED.

SITUATION WANTED BY A RESPECTABLE woman as housekeeper. Address M. FREE PRESS office.

STEADY YOUNG MAN 19, in a store or office. Fair education. References. For particulars apply to W. W. OSMONKE, 59 Dundas street.

MISCELLANEOUS.

DR. McTAGGART.—OFFICE OVER Woodstock street, corner Dundas and Richmond streets. Residence, 540 Queen's avenue.

WANTED TO RENT. WANTED—2 OR 3 FURNISHED ROOMS for light housekeeping. Address B. this office.

AFTER THE ACCIDENT.

Opening of the Inquest at St. George.

EVIDENCE OF RAILWAY OFFICIALS.

The Engineer, Brakeman, Baggage-man and Others.

PROGRESS OF THE INJURED.

The Wounded News Agent and the Body of Charles Crump Brought to This City—The Funeral of Mr. Wemp.

The Pacific express from the east was nearly two hours behind time last night, and a large number of persons who expected that some of the injured would arrive on it were put to considerable annoyance thereby. When it pulled up at the depot Fred Hancock, the news agent who was injured, was removed from the baggage car on a stretcher, and conveyed to his mother's home in an ambulance. The train also had on board the body of Charles Crump, the colored cook of the ill-fated train. The latter was a native of this city, where he is well known, and although a comparatively young man, he has seen the larger part of the world. Wherever he was known he was highly respected. The body was taken to Windsor.

A SOLEMN CEREMONY.

Shortly before the Pacific Express was due here a solemn scene was being enacted in the late residence of Mr. W. H. Wemp, on Horton street, when the funeral service was being conducted by the Rev. Canon Davis, of London South, and Rev. Mr. Martin, of Chatham. After it had been concluded the coffin was escorted to the depot by six of his Forensic brethren, under whose auspices the last sad obsequies of his life will be conducted at Chatham. His body was placed alongside that of Crump in the baggage car of the express, and taken to Chatham, where the funeral will take place to-day. Mrs. Wemp and her five children accompanied the remains.

THE INQUEST.

St. George, Ont., February 28.—Owing to the death of Mrs. Higgins this morning a second panel was summoned with D. Cope as foreman. The following is the more important evidence given to-day:—James Stewart, General Inspector of the traffic department, stated that the train is called No. 54 Express, is made up at Windsor, and runs to Suspension Bridge. The locomotive is generally changed at London, although not always. Do not know whether it was changed on the 27th. Do not know if inspection of engine was made at London; it should be done there. It is the duty of the running shops and foreman of the running shops to inspect there. Henry Walton is foreman and William Blackwell, of London, had charge of the engine, and Henry Angles fireman. Dan Revell was conductor. There are two brakemen, one baggage-man, parlor car conductor, dining car conductor, three waiters and three cooks on this train. Examination is made at London and Harrisburg by car inspectors of the car wheels and trucks, and also the engine's wheels. No interim examination was made except by the engineer himself. The two conductors, one brakeman and one cook were injured. These are all I know of. I identified E. R. Baines, of London; A. W. Francis and Mr. Peers, of Woodstock. Do not know any others. I can't say what slacking-up rules are. The trains passing at Princeton were exactly the same. There is a superintendent to see that cars and engines are inspected. Every part of the engine when he takes it for a run and at the end of a trip. This train stops at Paris. The engineers have to pass a thorough examination before taking an engine by the Mechanical Superintendent. It is the duty of the conductor and his men to inspect the train at every station and also keep a lookout when in motion.

Thos. Paquette, switchman—Was employed as brakeman on this train. It leaves Windsor at 1.45 p. m. The driver is not known to me. The engine was changed at London, nothing being wrong there. The first notice I had of the accident was the jumping of the cars when we reached the bridge. I was in the smoking car at the time. It did not leave the bed of the track. No one was injured in this car. I knew brakes were on by the motion of the car. The air-brakes were put on each station, and are tested by the stopping and moving off of the train. Cannot tell our speed. It is my duty to see that the brakes are all right. I got off the car at the north side and went down to the passenger coach and helped get the passengers out. The train was all right at Paris. Do not think the train was off the track before it reached the bridge. Steam was shut off before reaching the bridge, and the brakes were put on after the engine was reversed. Have been on the road about six years. Have to assist with the hand-brakes when the air-brakes fail. The brakes were put on to slacken speed at the bridge. There are hand-brakes on the train. The engineer did not whistle for brakes; it is not required. The engine and all the cars were off the track.

John Plummer, of Windsor, testified that he was baggage-man on No. 54 express on the 27th inst. The engine was changed at London. Have only to receive and give baggage unless signal is given. The first impression I had of the accident was, I recollect, striking the west end switch. We struck it very hard. I noticed it swayed the car I was in. My impression was that something was wrong. Something struck the car where I stood before we reached the bridge. The air pipe broke beneath the car I was in. When I found we were off the track I applied the air-brake from the inside of the car before reaching the bridge. In trying the brake I found it did not work, but hung on to it until we got over the bridge. It was no defect in the bridge. I assisted in rescuing

the wounded. I think something went wrong with the engine, but do not know of my own knowledge. If there is any defect in the pipe it will break. I heard the report of the brake after we passed the St. George station as loud as a pistol under my own car. Just previous to that there was something wrong. The distance between the west end switch and the station is 200 yards at least. The car dropped down about the station and was dragged along on the ties. The station is about 200 feet from the bridge. The air-brakes were applied at Paris and worked well. When the car left the track it would apply the brakes—it is not necessary for anyone to put them on; we can stop the train inside of 100 yards. It is down grade to St. George. I regard this switch as a very dangerous switch, because coming down grade we strike it heavily. There is a curve here. We did not leave the track there. Have no idea of how fast we were going—I suppose our usual time, about 35 or 40 miles an hour.

John B. Rousseau, of Hamilton, G. T. R. detective, stated he was on the train at Paris—No. 54 Express going east. Was sitting in the smoking car. After we passed St. George station, just by the little shanty, I noticed the tire of the drive wheel thrown over the fence at the bottom of the embankment. At the same time I heard a report, as though it was the uncoupling of the air-brake. It might have been 50 or 100 feet from the bridge. I found I could not get out. The smoker and the engine went over all right. The smoker drew the ties up. Noticed nothing until I saw the tire go off. I heard the whistle just by the bridge to slacken the train coming towards St. George.

Egbert Bird, of Detroit, waiter, testified that he noticed a surge, and thought it was the air-brake about the station. Was in the dining car at the time when the brakes, as I suppose, were applied. I was thrown forward at the third jerk to the end of the car. It must have been on the bridge when I fell against the door. The car went down. Revell and Wilson were lying in the corner, and I fell on them and was held there by some rubbish. I could not get up, and was held out by the shoulders after Revell and Wilson were taken out. I did not suspect anything wrong from the conductor's manner as he entered.

Charles Stiff, Superintendent of the Southern Division, testified that there are regulations for the management of the trains. Mr. Hobson has charge of track, switches and bridges, buildings, etc. Have no personal knowledge of the accident. I believe the accident was caused by a tire of the driving wheel breaking on the south side. That caused the connecting rods to break, the track to spread, the cars to get off the track and the needle beams of the bridge to be all crowded together, allowing the cars to fall between the girders, and this breaking took place before the train reached the bridge. I have traced the tire from the tread in which it lies to the point where it left the track, about 50 yards west of the bridge. I think the tire became loose about 100 yards west of that. There are marks on the ties from the distance I mentioned, about 150 yards west of the bridge. The engine driver would notice the difference of the running at once of the train, that I think would be about 150 yards west of the bridge. At the speed he was running it would have taken the driver about 300 yards to stop the train. The time cards show that they would run about 44 or 45 miles an hour. The train has to run about 45 miles all the way through. The number of the engine is now 753. I don't know how long it has been in use. The tires occasionally get broken. I do not know how long the tire was in use. I should say it had not been out of the shop long. We found the missing piece of tire, which is now at the station, and cannot see any defect in it. It is apparently a new fracture. The switch I examined to-day. It is close to the station. There is no curve at the station switch. I have no theory of the cause of the break. An engine running over a very rough road might do it. The tire is steel. As far as my knowledge goes it seems to be perfect. I cannot say how far from the bridge the tire was found. I cannot see any possible connection the switches had with the accident.

Joseph Hobson, Chief Engineer of the G. T. R. division, testified:—My duty is to see that the track, bridges, fences, etc., are kept in good condition. I am familiar with this part of the road. There are two switches west of the St. George Station—the first about 150 feet west of the bridge; the second about 500 or 600 feet farther west from that. The switch frames are on the north side. The track is broken at both ends of the switch. Do not consider that a break in the track. I passed over that part of the road last Tuesday. I looked at the switches. They were all right. I never notice any concussion at these switches. I have examined the one nearest the bridge. The train makes a little more noise going over the switch, can be heard from the bridge. The one near the bridge had to do with the accident. I am quite positive there is a curve quite west end of the bridge, at the switch is about the end of the curve. I think it would run as smoothly where there is a switch as where there is none. It does not necessarily follow that a concussion at a switch is due to the switch itself. It might be due to the change of direction to the point of the curve. So far as my own observation goes the switch is in good order. I am quite satisfied that the switch is all right.

William Blackwell, of London, engineer, was in charge of train No. 54. Left London at 4.30. Took charge at London. Stopped at Ingersoll, Woodstock, Princeton, Paris and the diamond crossing. I examined the engine at London. My duty is to examine the engine before leaving by myself. I did this yesterday afternoon. Took oil cups, spans, set screw spans to try that everything was right. I filled the oil cups with white oil and tallow. Oiled the motion with fish oil and lubricating oil. I did this, and was satisfied that she was fit for the journey. This is not my regular train; the regular engineer was off. I was called on duty one hour before it was time to leave. The engine was standing in the shop siding with steam up. The fireman came on duty about the same time. The

regular fireman was there to go. The fireman filled his feeders, and I did my duties that afternoon. I got aboard the engine and backed on the track to be ready to leave. At Woodstock I took water and oiled there. We put our hands on the side-rod, crank pins and the large boxes of the wheels while oiling the eccentrics, guide bars and links. Nothing farther was done as far as I know until the accident. I think I have told you everything that was done. With the hammer we tried the crank pins, keys to see whether they were sound at London. Did not use hammer after that. I first noticed that something was wrong about midway between the two switches of the siding. I noticed something give way under where I was standing. I was in the cab. I do not know what it was. I noticed splinters thrown up and the tire was thrown off, I think, between the two sidings. I did not do anything. Did not reverse the engine, nor put on the air-brakes; could not do so. Did not blow the whistle. It was impossible to stay in the cab. I shut the engine off as soon as I heard the crash; I saw I could not do anything. I ran to the rear of the engine. The fireman jumped off. I could not stop the train if I did reverse in that distance; would have no power to stop the train in a short distance. The trailing wheel, the tire and the left driving wheel were off at the other side of the accident on the bridge. I would apply the air-brakes, reverse the engine and give all the power I could to stop a train if necessary, but could not in this case do anything. Could stop the train in about 400 or 500 yards. I often run over this road. I did not notice any jar or concussion at the curve. I do not know how long the engine was in service. I started on the road in 1872 on freight and passenger trains. Was never a permanent passenger engineer. Do not know any of the ones killed. Have run trains as fast before from Paris down. Never felt any concussion; would feel the jar more in the engine than in the cars. I picked up a piece of the tire midway between the two switches. The large rim and the piece produced make the tire complete. I did not use the hammer on the wheels at any time on this trip. I examined the repair register and all was clear. J. W. Curran had charge of the engine on previous trips.

Sam. of Toronto, Assistant Mechanical Superintendent, testified:—He had charge of the engines and men in the locomotive department under Mr. Wallis. Mr. Walton, of London, would have charge of this engine. It would be the duty of the engineer to see that it was all right. He is responsible entirely to see that the engine is all right. He should call the attention of the day or night foreman to the fact that the engine was out of order if it should be so. I have no personal knowledge of this engine before it went out. Can't say how long she was on the road; do not know how long the tires were in use. I saw the piece of tire produced at midnight on the 27th; it was not rusted. I consider that the tire is a fair average steel tire. Can detect a longitudinal mark down the tire which I can't account for, unless it has been caused by the heating of the tire when it broke on the rail and ties. I can't say whether it was a former defect or not. In its present state I could not swear whether that was a perfect tire at the time of the accident. The crack might have been there for two weeks. The defect is on the inside of the tire. I did not examine the other part of the tire to see if it was cracked. It could not be seen by any possibility at all, and permission would not reveal that effect under any circumstances, if defect there were. It could not be detached by any means while on the wheel. I should say that the tire would be from six to nine months turned since last turning. That is the only defect visible that I can see now. I should call that of the first quality of steel. The tires are about 2 1/2 to 3 inches thick. The one produced is 1 3/4 inches thick. At the thinnest point the crack running the length of the tire would not produce the breaking crosswise. It would be safe to run tire of one and one-quarter inches thick of soft steel, and an eighth of an inch thicker of hard steel. The reason the tires are put on so thick is that they can be turned down. Could not say whether the steel produced is hard or soft.

The inquest was adjourned till Friday at 10.30 a. m.

THE ENJURED.

Dr. Lequesne, of Cleveland, has again been examined by the doctors, and they report him doing as well as can be expected. They think he will come through. Benedict, of Saranac, Mich., brakeman, is doing well. Mr. and Mrs. Marshall, of Regina, a newly married couple, are doing well, and may be moved in a day or two. Geo. Forbes, of New York, late of Woodstock, is improving. Miss Andrews, of Lambeth, has passed a few hours comfortably, and is now in good condition. Mr. and Mrs. Barden, of Dorchester, are both doing well. Miss McLeod, of Ingersoll, is not as well as the doctors would wish, but is resting nicely at this hour. Mrs. Chaffee is not much hurt, and is now writing to her friends. Hilton, of St. Catharines, is doing well. Mr. Margets is doing nicely. Mrs. Jennings and her little daughter are both doing as well as can be expected. A large number of hands are busily engaged at the bridge, and traffic will soon be resumed.

MR. YATES' INJURIES.

Brantford, Ont., Feb. 28.—The only resident of this place on the train wrecked at St. George was B. W. Yates, who had one of his ribs broken and was severely bruised. He arrived here last night. The Salvation lass, Miss Moore, who was killed did not belong to Brantford. Her body was returned to Ingersoll, where it is supposed she came from.

FROM WOODSTOCK.

Woodstock, February 28.—The bodies of Dr. Swan, Reeve Francis and Councilor Peers arrived at the station here at 7.45. The remains of Mr. Francis were given into Undertaker Shedd's hands, who proceeded to lay out and dress the body, after which it was enclosed in a coffin and taken to the family residence, Delatre street. The body of Mr. Joe Peers was given over to the deceased's brother, Mr. John Peers, by whom it was conveyed to the family residence, Dundas

street east. The remains of Dr. Swan were taken charge of by Messrs. Joseph Rippon and William McKay. Messrs. Karn and Peacock arrived in town on the accommodation, which, however, did not arrive until about 1 p. m. Mr. Karn said:—"The wonder is that any of us came out alive. I am feeling sore and bruised, of course, and my right hip, which was scalded, bothers me some; but I am feeling remarkably well." Deputy Reeve Peacock also stood the journey well.

At a meeting of prominent citizens to-day speeches were made in favor of a public funeral.

Flags are at half-mast on the public buildings and several private residences.

Mr. Martin is still at the house of Dr. Kitchen at St. George, where he is getting along nicely.

NO TRACE OF PIGOTT.

THE "THUNDERER" PUBLISHES AN APOLOGY.

Two More Convicts to give Evidence Before the Commission—Sir Charles Russell Wants an Interim Report on the Letters—Proposed Banquet to Parnell.

London, Feb. 28.—The Times in its leading editorial quotes and endorses Attorney-General Webster's apology before the Parnell Commission and says it accepts as true Parnell's statement that the letters are forgeries. It expresses regret at having published and used them as evidence, and extends this regret to the letters falsely attributed to Egan, Davitt and O'Kelly.

London, Feb. 28.—The following is the Times' editorial in connection with the apology which it prints of Attorney-General Webster before the Parnell Commission for the publication of the forged letters:—"We desire to endorse as appropriate every word of the foregoing statement. It is our wish, as it is our duty, to do so. Moreover, Mr. Parnell having, in the witness box, stated that the letters are forgeries, we accept in every respect the truth of that statement. In these circumstances we deem it right to express our regret most fully and sincerely at having been induced to publish the letters as Mr. Parnell's or to use them in evidence against him. This expression of regret includes also the letters falsely attributed to Mr. Egan, Mr. Davitt and Mr. O'Kelly. It is scarcely fitting now to enter into the circumstances under which we received and published them. We are bound, however, to point out that Pigott was not the person with whom we communicated. Moreover, we must add that we firmly believed the letters were genuine until the disclosures made by Pigott on cross-examination. It must be evident to all reasonable persons that if a conspiracy existed the Times was victimized by and not a party to it. Errors of course in judgment may have been committed, and for them the penalty must be paid. It must be clearly understood that what we have done is altogether upon our own motion and our own responsibility, and in the public interest alone. This withdrawal of course refers exclusively to the letters obtained from Pigott.

The Daily News says:—"If anything could add to the degradation of the Times' approval it would be the terms in which Sir Richard Webster made his so-called apology. For the credit of the bar Sir Richard ought to have refused to connect himself with such an ignoble composition. If the bar cannot express its opinion of such behavior Parliament must be invited to do so promptly.

MORE WITNESSES. Two prisoners, named Hanlon and McCaffrey, who are undergoing life sentences in the Downpatrick prison for connection with the Phoenix Park murders, have started for London under police escort to testify before the Parnell Commission.

THE PARNELLITES' PROGRAMME. In the event of the Times counsel asking to be allowed to proceed with the inquiry, Sir Charles Russell will press the Judges to adjourn until an interim report on the letters has been presented to Parliament. In the lobby of the House of Commons it is taken for granted that such a report will be presented, which will enable the Opposition to attack the Government on the subject.

PIGOTT STILL MISSING. Mr. Campbell telegraphs from Antwerp that he has found no trace of Pigott.

A BANQUET TO PARNELL. A Radical project to give a banquet to Mr. Parnell has been taken up with enthusiasm. Mr. Parnell has intimated his acceptance of the honor. Lord Granville or Lord Rosebery will be asked to preside.

SHIPPING. Date Steamships Reported at. From. Feb. 28.—Britannic...Queensdown...New York. "Aller...Southampton... " "State of Indiana...New York... " "Wassand... " "Antwerp... " "Germania... " "Liverpool.

A Horse Thief Promptly Dealt With. Windsor, Ont., Feb. 28.—At three o'clock this morning a tramp named John McDonald broke open John Davis' stable and stole a horse and a rubber coat belonging to the coachman. At 4 o'clock Policeman Nash saw a man driving a horse on the Walkerville road, and recognized the horse as one owned by Davis. He took the fellow into custody, and at 9.30 Magistrate Bartlett sentenced him to 23 months in the Central Prison at Toronto. At 10 Chief Bais started with him to prison.

OUT OF BOND. A lot of the very latest styles in English and French goods for spring overcoats, suits, pants. Order early.

N. WILSON & CO., 112 Dundas, near Talbot.

BOZEN. On Saturday, February the 23rd, the Rev. Frank W. Lilley, postmaster, London of a daughter.

MARRIED. HENNER-ANDREW.—At Christ Church, Chatham, Feb. 28th, by the Rev. H. Martin, Dr. on of New York, to Bessie, widow of the P. T. M. Andrew, Esq., of Chatham.

MEN-TAYLOR.—On Feb. 27, at Trinity Church, by the Rev. R. Wilson, Cornelius on to Miss Jennie, fifth daughter of Mrs. Oca E. Taylor, both of London township.

DIED. OWEN.—On Feb. 27, Isabella, beloved of Andrew Brownlie, in her 73rd year. Funeral on Saturday, March 2nd, from late residence, lot 1, con. 4, London Township, 11 o'clock. Friends and acquaintances will please accept this intimation.

Funeral will leave the family residence, Factory street, Friday, March 1st, at 2 p. m. Friends and acquaintances will please accept intimation.

On the 27th February, in the railway accident at St. George, Egerton Robert storkkeeper, Grand Trunk Railway, London, eldest son of the late Thomas Baines, Ontario, aged 58 years.

Funeral service Saturday, 2nd March, at 10.30 a. m., at Memorial Church. Friends are kindly requested to send flowers. CH.

AMUSEMENTS.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—Grand musical evening by ladies of Trinity College, under the direction of Mr. H. S. Williams' music store, 25c. Adm. 25c. Seats reserved, without extra charge. Doors open at 7.30. Performance at 8 o'clock sharp. A cordial invitation extended to all Conservatives.—ALEX. IRVING, President; E. W. J. OWENS, Secretary. B23.

DRIVE WHIST.—DRIVE WHIST.—THE Young Men's Liberal-Conservative Association will hold a drive whist party (Friday) evening, 1st March, 1889. Play commences 8 o'clock sharp. A cordial invitation extended to all Conservatives.—ALEX. IRVING, President; E. W. J. OWENS, Secretary. B23.

CHAMPION SKATER OF MONTREAL.—CHAMPION skater of the Dominion and America, Queen's Avenue rink, Tuesday, March 28th.

QUEEN'S AVENUE RINK.—OPEN AFTERNOON and evening. Louis Rubenstein, champion skater of the world, Tuesday, 28th 50c.

DANCING ACADEMY, 355 RICHMOND ST. Second term commences Monday evening, 29th. General admission, 25c. Advance class Tuesdays at 8 p. m. and Thursdays at 3 p. m. Free tuition to suit applicants. Taylor's Opera House, etc.—HAYDOCK & McCORMICK, Teachers.

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