

\$200,000 TO LOAN
At 4 1-2 Per Cent.
H. H. WILLIAMS
24 King Street East.

The World to World

THE NINETEENTH YEAR
TEN PAGES—TUESDAY MORNING NOVEMBER 1 1898—TEN PAGES

RADNOR
In itself a tonic and table water far exceeding...
PHILIP TODD, Agent, 20 Colborne-st

deep comes to those who use
and PORTER.
This system is shattered to get
their sleep is broken into by
of impending death.
before retiring brings the much
now recommended East Kent Ale
Ale and Stout is a perfectly
brandy, and we deliver it to all

Dealer in the
Finest Spirits,
699 YONGE STREET.

FINANCIAL BROKERS.
H. H. WILLIAMS
Stocks and Bonds Bought and
Sold on Commission.
Financial Agents,
Government Municipal
Bonds, Stocks and Shares,
Foreign Exchange, etc.

E. AMES & CO.
INVESTMENT AGENTS,
STOCKS AND BONDS Bought and
Sold on Commission.
Financial Agents,
Government Municipal
Bonds, Stocks and Shares,
Foreign Exchange, etc.

GORMALLY & CO.
STOCKS,
BANK AND PROVISIONS
65 and 67 VICTORIA ST.
Freehold Loan Brokers,
PRIVATE WIRE.

STARK & CO.
STOCK BROKERS,
6 Toronto Street,
For the purchase and sale of
stocks, etc., executed on the Toronto,
New York and London Exchanges.

ORNE CAMPBELL
Toronto Stock Exchange,
STOCK BROKER,
110 King Street, Toronto,
London and
New York.
BICAGO BOARD OF TRADE,
In stocks bought and sold.

NRY A. KING & CO.
STOCK BROKERS,
65 King Street,
Toronto,
London and
New York.

OCKS, GRAIN, PROVISIONS.
To Wires. Telephone 2031.
King St. East, Toronto.

C. BAINES,
Toronto Stock Exchange,
STOCK BROKER,
110 King Street, Toronto,
London and
New York.

O'HARA & CO.,
and Debenture Brokers
Toronto Stock, Toronto,
and bonds bought and sold. Mills
dealt in. Telephone 115.
115 King Street, Toronto.
H. O'HARA, H. R.
W. J. O'HARA. Members Toronto
Stock Exchange.

HER & COMPANY
BROKERS,
Stocks, Bonds, Grain
and Provisions
65 King Street,
Toronto,
London and
New York.

USSON & BLANK
BROKERS AND INVESTMENT AGENTS,
Stocks and Bonds Bought and Sold.
110 KING STREET EAST.
Telephone 1352.

Per Cent.
lent on Mortgage, Deeds,
Bought, Advances
on Notes, Warehouse Receipts
and other collateral.

HARRISON & CO.
4 Adelaide St. East, Toronto.

**ook at the
ty Water.....**
see specks of foreign matter
floating all through. Don't
side by drinking it. Supply
table with the pure Ginger
Soda or seltzer made by
McLaughlin's.
Grocer will order it for you.

of the greatest blessings to parents
from their children. It is a healthy
and gives healthily
dispels worms and gives healthily
dispels worms and gives healthily
dispels worms and gives healthily
dispels worms and gives healthily

THE FASHODA LETTER

Has Not Yet Been Closed, and There is a Lull in the Excitement—War Preparations Go on, However, on Both Sides of the Channel—America's Demand for the Philippines Causes a Sensation—Other Cable News.

There is nothing of startling import in the cable despatches regarding Britain and France this morning, yet the slight decline in British consols and the little bulge in wheat prices yesterday are signs showing which way the wind blows and indicate that there is something which the public are not allowed to know. One thing is pretty certain, the Fashoda affair is not closed, and the mobilizing of the British volunteer regiments, taken along with the naval preparations in both England and France, is enough to create anxiety in financial and other circles. In short, there is no telling what a day may bring forth.

The attitude of the American Peace Commissioners at Paris in demanding the cession of the Philippine Archipelago is a topic of absorbing interest, as showing that the United States has taken a stand among the great nations of Europe and will have a say in future international complications.

M. Dupuy has succeeded in forming a Cabinet in France. The Dreyfus affair presents no new features.

BRITAIN'S WAR PREPARATIONS

The War Office Said to Have Requested Newspapers to Abstain From Printing Details.

London, Nov. 1.—The Daily Mail this morning publishes no news regarding England's war preparations, explaining that silence is due to a letter from the War Office, asking it not to publish "anything which might be useful to a possible enemy."

"We intend to ascertain tonight," said the Daily Mail, "from the War Office and the Admiralty what kind of news it would be permissible to publish."

The Daily Mail confirms the reports of unexplained activity at the French dockyards, notably at Toulon, where the coast forts have been experimenting with millstone shells against an old gunboat.

Egyptian Troops for Fashoda.
London, Oct. 31.—The Cairo correspondent of the Daily Mail says an Egyptian battalion has been despatched to Fashoda.

Another Significant Order.
London, Nov. 1.—Most of the papers are full of alleged war preparations, despite the understood fact that the authorities are doing their best to prevent publication, and even denying statements that have already appeared. Yesterday a sudden order was received at Dover for an experimental mobilization of the defence forces. All the heights and forts were smartly occupied in a manner giving full satisfaction.

The arsenal at Woolwich is working until 11 o'clock every night. The Government having given large orders for guns, searchlights and other naval equipment. The British Channel squadron has cast anchor off Gibraltar.

The advice from Paris in the special despatches this morning, all little to what was already known regarding the situation at Fashoda. It is believed that Captain Barter is taking only verbal instructions for Major Marchand.

"The idea prevails at the French capital that Count Miravalles, the Russian Foreign Minister, while there on his recent visit, promised Russian support in reopening the whole Egyptian question, and that Major Marchand will be instructed to fall back and maintain his occupation of all Bahari-El-Gazei posts.

EMERGENCY SQUADRON.

Being Got Together With All Possible Speed—Other Warlike Preparations.

London, Oct. 31.—A number of signalmen now on duty with the British Channel squadron, which arrived at Gibraltar this morning, have been ordered home for service. It is presumed, on board the auxiliary cruisers, if the latter are required for active service.

Supposed Russian Spy.
A sensation has been caused by the arrest this morning of a supposed Russian spy at a fort near Harwich. The man was already under surveillance, and went to a school, where he tried to obtain some information from a sentry regarding the fortifications. He was promptly arrested, and enquiries are being made regarding his antecedents.

Orders for Mobilization.
It was also asserted to-day that the commanding officers of the London volunteer regiments have received orders to prepare for immediate mobilization, and it was asserted that the different artillery corps have been informed as to the forts on which they have been allotted.

The Pall Mall Gazette this afternoon says: "England has been and even now is so near war that the Government has carried its preparations to the farthest limit of the preparatory stage. It has arranged to call out the reserve and militia, and to mobilize the volunteers simultaneously, and to form large camps at various important railroad junctions, where petrol, stock and locomotives will be concentrated."

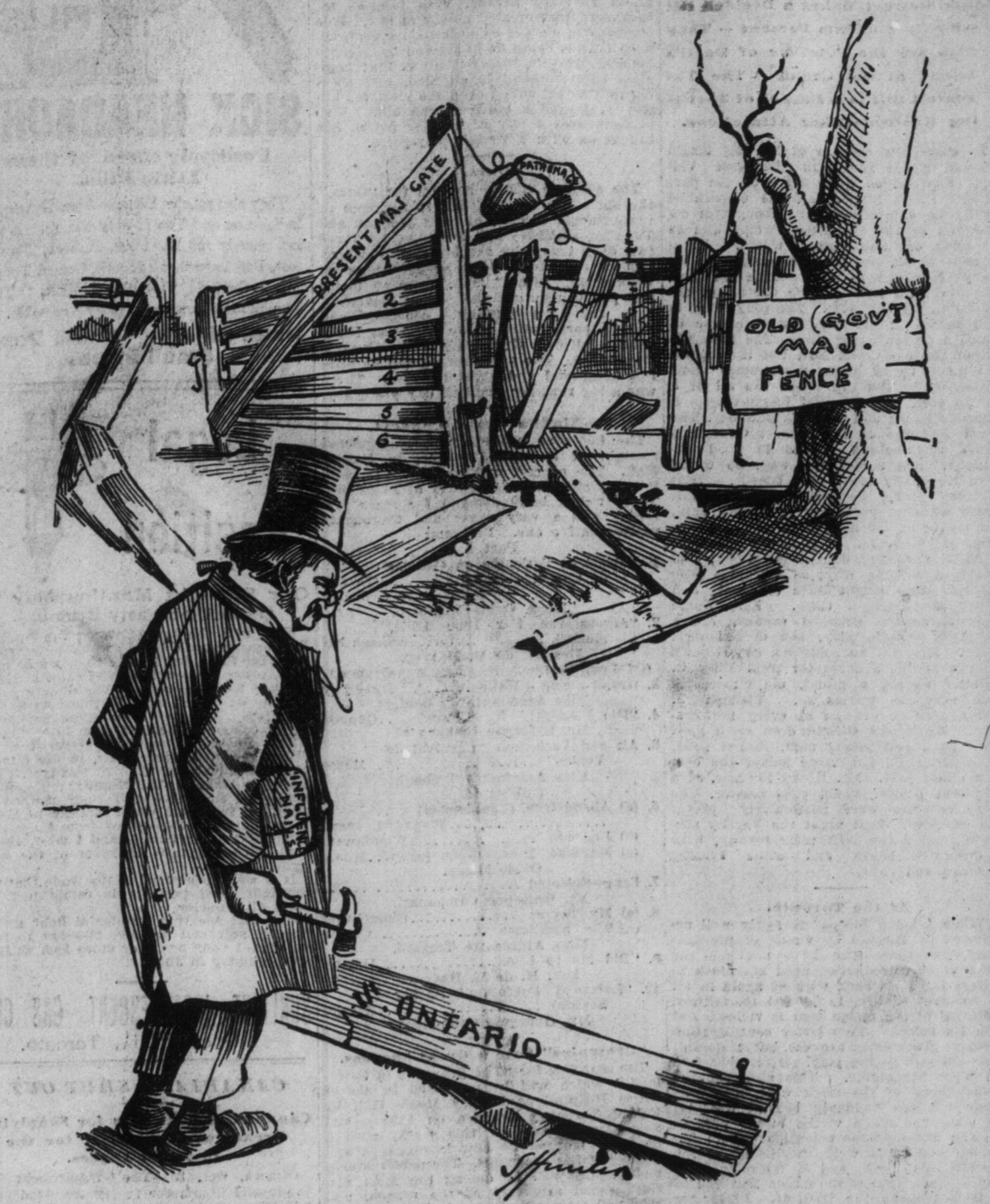
A FAVORABLE SETTLEMENT

With Great Britain May Be Reached by the Withdrawal of Marchand From Fashoda.

Paris, Oct. 31.—The Eclair to-day says it learns on reliable authority that the Fashoda question will be settled favorably to Great Britain by the recall of Major Marchand. France, the paper adds, yields all, preserving only the question of the right in the Bahri-Ghazal district, which she does not consider as belonging to Egypt.

Continuing, the Eclair remarks: "M. Delcasse, however, has now decided to raise the whole Egyptian question, which should have been done from the first, and thus avoided the humiliation of yielding to the British ultimatum. When the question is thus enlarged, France will not be alone in its discussion with the Marquis of Salisbury. Egypt interests all the powers. Russia has promised M. Delcasse its most

A WRECK.



DISGUSTED HOUSEHOLDER (intent upon much-needed repairs): It's simply redic'lus and disgusting the way they've pulled the fence down.

luminating only a tiny corner of the mystery. "Not that M. de Freycinet is likely to burn or withhold the secret dossier; but there are such labyrinthians in his brain that you never know what 'Archie' could discover the clue. "We may expect any surprise rather than a clear solution."

DUPLY HAS SUCCEEDED

France Has a New Ministry and the Following is the Personnel Thereof.

Paris, Oct. 31.—The new Cabinet is constituted as follows: Premier and Minister of the Interior—M. Dupuy. Minister of Justice—M. Lebret. Minister of War—M. Freycinet. Minister of Marine—M. Lockroy. Minister of Foreign Affairs—M. Delcasse. Minister of Finance—M. Peytral. Minister of Public Instruction—M. Leygues. Minister of Commerce—M. Deloncle. Minister of the Colonies—M. Guillaumin. Minister of Agriculture—M. Viger. Minister of Public Works—M. Krantz.

ILLUSTRIOUS PEOPLE DEAD.

London, Oct. 31.—General Sir Edward Lygard, former Under Secretary for War, is dead. He served in Sikh and Afghan wars, the Punjab campaign of 1848 and the Persian war of 1853. He was in his 84th year. St. Petersburg, Oct. 31.—Polonka, the celebrated Russian poet, died yesterday.

YOUNG CONSERVATIVE OFFICERS

Elects Yesterday a Full List With Those Supplanted—No Excitement.

Mr. Dunlop sat on the right with a pen in his hand and talked and Mr. Gould sat on the left and talked, and there was the hum that rises from a group of men interchanging ideas.

But it was quiet, placid, conservative. At the elections of the Young Conservative Club last night only two officers, minor ones, were voted on, the third Vice-President and the House Committee. The remaining officers were elected unanimously, there being no opposition whatever. At 10 o'clock the polls were closed, and soon after the following results were made known:

President, E. M. Dumas; First Vice-President, J. H. McCallie; Second Vice-President, John R. Allan; Third Vice-President, J. P. Paulis; Recording Secretary, H. E. Johnston; Corresponding Secretary, D. Hinds; Treasurer, P. A. Gould; Chairman House Committee, William Lee; Secretary House Committee, H. C. Brown; House Committee, E. McDaniel, J. R. Mason, T. Tait.

THE DREYFUS AFFAIR.

Paris Correspondent of the London Times Points Out Some Peculiar Facts.

London, Nov. 1.—The Paris correspondent of the Times, alluding upon the fact that the Dreyfus affair occurred under M. Dupuy's former premiership, and when President Faure was Minister of Marine, says:

"It is disgusting for the revisionists, that M. Faure now confers the premiership upon M. Dupuy, as these two are called upon to screen their former colleague, General Mercier. Certainly the combination occurred somewhat tardily, now that the Court of Cassation is in possession of the affair, but on the other hand M. de Freycinet, the new Minister of War has never faced difficulties, but has always turned from them or eluded them. He is past master in the art of meeting great questions by petty solutions; and I fear that under him the bright sunshine demanded, may change into a rush-light, illuminating only a tiny corner of the mystery."

MR. TARTE IS IN DOUBT

Doesn't Know Whether to Bring on a Dissolution at Once or Not—The Delay in Issuing Beauharnois Write is Due to Uncertainty as to What the Dominion Government Will Do—Political and Other Notes From Montreal.

Montreal, Oct. 31.—(Special).—It has just transpired that Hon. Mr. Tarte is causing the delay in issuing the writ for the local election in Beauharnois.

"What is the meaning of all this?" a leading politician was asked to-day by your correspondent.

"It certainly means that Mr. Tarte is not yet certain whether the House of Commons will again sit before a dissolution, for if Laurier were to go to the people, the Local fellows would have their by-elections on the same day. 'Mind you,' he added, 'I have not said I believe there will be a dissolution, but I do say that the Ottawa Ministers have not yet decided to let her go, or to set their sails and try and send along before the storm for another year.' He added, 'There is another thing we have to consider, and I hope Conservatives have not lost sight of it. If Laurier asks consent from the Premier well knows that Lord Minto is made of different stuff; so it is now or never for an appeal to the people.'"

Hon. George E. Foster being in town to-day, the above remarks were repeated to the Ex-Finance Minister, and he said: "There is no good reason why there should be an appeal to the country, but if the Ministers have got it into their heads that the country was rapidly going against them, I believe they would dissolve."

"I suppose he would" was Mr. Foster's reply.

A Skirmish Going On.
Mr. S. D. Longworth, a leading merchant of Charlottetown, P.E.I., who is in the

charge him, as it was a clear case, as thought of self-defence.

Who Died Last?—The Impresses.
The late Mr. James Thomas Bridge, who passed away last Friday morning at his residence at the corner of Wilton-avenue and George-street, was one of the best-known and most popular citizens in Toronto, and he leaves behind a large number of sorrowing friends.

Mr. Bridge was evidently in the best of health up till a short time before his death, and was up and going round the day before an accident at Brantford in being run down by a C.P.R. train, besides losing two fingers, received internal injuries, which he suffered more or less until death. It is believed he received severe paralytic strokes, and while in one of these he succumbed. The funeral was held yesterday morning to St. Michael's Cathedral, where Rev. Father Ryan officiated. Afterwards the body was interred in St. Michael's Cemetery. The funeral was private, only the immediate friends of the family being present. This was agreed upon, owing to the wish of the deceased that no big preparation should be made.

Decided, who was in his 64th year, was born in Manchester, England, and when only 18 years of age came to this country. He was a member of the Royal Canadian Mounted Police, where he was a sergeant, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest conductor on the road. Since his railway career he has been a grocer, and has since the year 1870 been a contractor on the Grand Trunk, and was stationed on the main line between Toronto and Detroit, and was afterwards transferred to the run between Toronto and Port Huron, which he held until a year ago when, when he retired on account of illness and declining years. He was for 33 years a conductor, and often prided himself on being the oldest