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More than  
EIGHT PAGES—MONDAY MORNING JANUARY 25 1897—EIGHT PAGES

SNOWSHOES  
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### TO YOU BEING AN

#### Lord Aberdeen Takes Hold of the Matter.

#### ASKS EVERYBODY TO HELP

#### To Make Up a Fund Which Shall Be Thoroughly Canadian.

The Government will not be in its Costa Rica. Canada's some sections of her Treaty with Great Britain. Mr. Davies makes a timely concession. Mr. Laurier goes to California—Parliament to meet March 11—General News from Ottawa.

Ottawa, Jan. 24.—(Special.)—His Excellency the Governor-General, feeling deep sympathy with the sufferers in Britain's great eastern possession, and after consultation with his Ministers, has undertaken to receive and to transmit Indian relief contributions from all parts of the Dominion. Yesterday His Excellency telegraphed to the Lieut-Governors of the various provinces to the foregoing effect, expressing, at the same time, his trust that he might have their Honors' support and co-operation in this national expression of sympathy. The idea is that the fund shall be as comprehensively Canadian in its character as possible, and it is hoped that local special efforts already made will be sent in to the fund to the amount of \$100,000. The Montreal Star yesterday telegraphed the Governor-General that it was proposed to send the proceeds of the Star's collections to His Excellency's care in any case. As an earnest of this sympathy Lord Aberdeen has intimated that he himself will give \$1000.

Mr. J. M. Courtney, Deputy Minister of Finance, has consented to act as treasurer of the fund, which will be known as the Canadian Indian Famine Relief. All the leading banks have been asked to receive subscriptions at their head offices and branches throughout the country. It is not unlikely that there will be a Dominion Government contribution. The Ministers had the question under consideration in cabinet yesterday, and it was decided to be guided altogether by imperial preference. It is not unlikely that the Government has never made a direct contribution to an Indian relief fund, relying solely on the generosity and voluntary contributions.

### BLACK FROST ON DECK.

#### His Icy Breath Fell All Over the Country.

#### TEMPERATURE AWAY DOWN

#### And Old Probs Says We Will Have It So a Day or Two.

At 10 o'clock last night the Observatory reported that Toronto would experience much colder weather in the course of a day or two, and that the sharp weather would continue for some days. At Medicine Hat, N. W. T., last night the mercury dropped to 50 below and it was getting colder.

The weather report shows that the cold wave is general from the Rocky Mountains to the Atlantic Provinces in Canada, while the Western and Northwestern States are having very severe cold. Great Britain and France are also having a state of old winter and railway traffic is blocked in some parts of the United Kingdom.

**IN THE OLD LAND.**  
Interruption to Travel in England and Many Other Inconveniences.  
London, Jan. 24.—The snowstorm which began on Friday continues and is causing many interruptions to travel and other inconveniences. Many sheep and other animals have perished, and the losses sustained by farmers and others will be quite heavy. The snow is so deep between Haslemere and Brighton that a number of trains have been blocked, an occurrence which is seldom heard of in that part of the country.

The heavy wind which accompanied the snowstorm has done considerable damage along the coast. Some of the fishing boats which have arrived at Lowestoft report the loss by drowning of several members of their crews. A number of boats were quite badly damaged. Quantities of wreckage is being washed ashore on the Norfolk coast, indicating the loss of some vessel or vessels at sea.

**Paris is Having a Taste.**  
New York, Jan. 24.—A special cable from Paris to The Herald says: Most unusual weather prevails in Paris. Snow falls in thick showers, then comes bright sunshine like May or June, only to be followed by a fall of snow again, and the thermometer remains about 48 degrees Fahrenheit. The snow is very heavy, and the wind is blowing from the north, and toward evening, when it begins to freeze, the cable was advanced at the colonial office, and the subject of the subject-matter of the report cannot fail to sustain and confirm all that was advanced at the colonial office in 1887 and 1894. I believe all the essential points will be fully met and the Pacific cable beyond all doubt will be entirely practicable; that the cost will be moderate and will be borne by the Dominion; that the liability to be borne by the Dominion will be very light; that the cost of the cable is that many obstacles in the way have already disappeared or have been rendered harmless. The prospect for the early establishment of this important national work could not be better.

### THE PACIFIC CABLE PROJECT.

#### A Talk With Hon. A. G. Jones About It.

#### UNDERSTANDING REACHED

#### But the Details Will Have to be Waited For a While Yet.

The Commission Unanimously Agreed on a Report, Which Was Satisfactory to All Concerned—All the Evidence Taken Was Accessible to All the Governments Interested—What English People Say of Mr. Laurier—Mr. Sandford Fleming Was Spoken.

Halifax, Jan. 23.—Hon. A. G. Jones and Mr. Sandford Fleming, who attended the Pacific cable conference as the representatives of Canada, arrived here from England this evening on the steamer Vancouver, after a rough passage. Mr. Jones was interviewed by the press, and he said the commission had arrived at an understanding to make nothing public until the report was submitted to the British and Colonial Governments by the chairman of the commission. Mr. Jones said the Pacific cable was a project which had been discussed previously to the meetings of the commission. The commission unanimously agreed on a report, which cannot be made public until the report is submitted to the British and Colonial Governments. Mr. Jones said the reports published to this side of the water were mainly of a speculative character. The whole evidence was highly satisfactory to the representatives of the various colonial governments, and the Imperial Government as well. No difference of opinion as to the route existed. The cable will be an all-British one. This is the point insisted upon. The cost would not exceed \$10,000,000. The question now to be taken up is as to the division of the responsibility. This feature was not dealt with by the commission. When the matter of responsibility came up it would be found that Canada's share would be very light. Mr. Jones said that Sandford Fleming's report was published in the Globe, and that it was giving evidence as to his knowledge of the subject.

**ABOUT MR. LAURIER.**  
Asked how the English people viewed Mr. Laurier's elevation to the Premiership, Mr. Jones said the English people were not able to go over. There is a great desire to see and hear him. This is particularly so on the fact that he is a French-Canadian. He was able to go over on behalf of Canada that when they would be well satisfied with him, and that he would be able to visit the Liberals and Conservatives in Canada. The hope is general that at no distant day he will be able to visit the Mother Country. "I found," said Mr. Jones, "a great deal of interest in the other side in every thing relating to Canada, and endeavored to give all the information possible regarding our country. Its resources, capabilities and necessities."

**MR. FLEMING COULD TALK.**  
Sandford Fleming, from the fact of his not being a commissioner, and therefore, not bound to secrecy, was more communicative. He said: "The whole matter of a Pacific cable was entirely new to me. I had never heard of it before. There was no talk of any desire to rush things to a conclusion. The mode of procedure was first laid before the Imperial, Dominion and Colonial Governments. From the character and weight of the report, I am convinced that the report cannot fail to sustain and confirm all that was advanced at the colonial office in 1887 and 1894. I believe all the essential points will be fully met and the Pacific cable beyond all doubt will be entirely practicable; that the cost will be moderate and will be borne by the Dominion; that the liability to be borne by the Dominion will be very light; that the cost of the cable is that many obstacles in the way have already disappeared or have been rendered harmless. The prospect for the early establishment of this important national work could not be better."

### AN EVENING OF SOLID ENJOYMENT.



Mr. McCarthy (as the house commences to fill up); I think we're going to enjoy it, Clarke, Clarke Wallace (with decision): It's goin' t' be great.

### SETTLE THE AGREEMENT.

The City Council at its meeting to-day should take final action upon the Sunday car agreement. In the letter from the Mayor to the Council, a synopsis of which appears in another column, are set forth the objections which the company present to the agreement submitted for its approval. The modifications which are claimed to be in the interests of the public and necessary to the safe operation of the railway. The draft agreement is arbitrary in binding the company to limit the hours of its conveyance to ten hours per day on six days in the week, and to sixty hours per week, excepting being made in cases of exceptional accidents, unusual storms and civic convulsions. The company accepts the principle of 80 hours per week and asks that to the exceptions be added "Exhibition service, epidemics and unusual occurrences," when certified by the City Engineer as absolutely necessary in the safe and reasonable operation of the road. The efficiency of the street car service during the Exhibition is essential to the continued prosperity of Toronto. The safety and the safety of the quarter of a million passengers that are carried upon busy days is of paramount importance, even if in order to ensure it the men work more than ten hours on the days referred to and get paid for doing so. The company says that it is impossible to procure a sufficient number of trained men for ten days' work, in order to fit up to the terms of the clause to which objection is taken.

On various occasions, when the necessity of a saving clause to meet emergencies which may arise has been pointed out, at the time the parties themselves proposed by offering suggestions to restrict the company in its operations have lighted brushed aside the objections with an insinuation that in any emergency the agreement would not be enforced. That being the case there should be no objection to give expression in the agreement to their own intention. The modifications are becoming weary of this prolonged squabbling and hair-splitting. What they desire to see adopted is an agreement which has sufficient flexibility in its provisions to meet the changing needs of the future as well as those of the present, and which, while guaranteeing first the safety and comfort and convenience of the public, will afford to the employees the fullest degree of protection consistent with the requirements of the service.

### GOLD UNDER TORONTO!

#### Diamond Drills at Work in the Don Valley.

#### HAVE TAYLOR BROS. A SNAP?

#### Free Milling Ore Was Found at a Depth of Thirteen Hundred Feet.

They were boring for natural gas and a sample of the yellow metal was brought up. At the time no person dreamed of its being gold, but an assay shows that it is gold—options being procured on surrounding freehold.

How it was found. So many are the disclosures of gold novads reported in different parts of Canada that if the present rate of making new finds is kept up we may each and all of us expect to locate a mine in our own cellar.

Our readers will hardly credit it, but the very latest report is that a deposit of the yellow metal has been located almost within the city limits. In the Don Valley the vein is believed to be, and the ore is understood to be of the free-milling variety.

But, to begin at the beginning, the mine gas boom of about five years ago and a sample of the yellow metal was brought up. At the time no person dreamed of its being gold, but an assay shows that it is gold—options being procured on surrounding freehold.

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### COSTA RICA'S KICK.

The Department of Trade and Commerce has been advised by the Costa Rican Office that the Republic of Costa Rica has given notice of the denunciation of sections 4, 5 and 7 of the treaty of commerce and friendship which has existed since 1849 between Great Britain and the Republic of Costa Rica, and which applies to all the British colonies. Section 5 is the most favored nation clause, and its abrogation will mean that Costa Rica is depriving her applicable to articles mentioned in the French treaty.

### A BLACK SHEEP RESTORED.

Advice received from Portland, Me., indicate an extraordinary case. On the part of Mr. Davies, Minister of Marine and Fisheries.

For three or four years the fishing schooner Sir Knight of Rockland, Me., list for the Canadian black sea, has been in the hands of the fishery commission. She has kept out of Canadian waters the owners are tired of this and have succeeded in inducing the Minister of Marine and Fisheries to restore the vessel to good standing by the payment of a nominal fine of \$100.

### TRAY WATSON'S COUGH DROPS.

At Treble's—best imported English fannel shirts—sold right along at three-fifty—clearing now at \$2.50.

Special Excursions.  
If you wish a nice trip through Europe and the Southern States send for our tour-book which can be equated to J. S. Sharp, 78 Yonge-street.

Turkish baths open day and night, 129 Yonge.

Cook's Turkish Baths, 204 King W. evenings, 5c.

State of Georgia Overland.  
London, Jan. 23.—The British steamer State of Georgia, Capt. Stewart, from Danzig Dec. 23, for Halifax, Dec. 24, has been returned, the rate paid being 54 guineas.

Cook's Turkish Baths, 204 King W. evenings, 5c.

Special Excursions.  
If you wish a nice trip through Europe and the Southern States send for our tour-book which can be equated to J. S. Sharp, 78 Yonge-street.

Turkish baths open day and night, 129 Yonge.

Cook's Turkish Baths, 204 King W. Ladies 7c.

No Nomenclature Yet.  
Montreal, Jan. 24.—There were no nomenclatures read in Roman Catholic churches in this province to-day.

ECONOMY THE WORD.  
It is said the Minister of Marine and Fisheries contemplates a considerable saving by reducing the fleet, but at present costs the country a large sum annually. After giving the matter careful study he has about cruised can safely be reduced without any injury to the public interests.

### THREE KILLED INSTANTLY.

Train on the Pittsburg and Western Railway Goes Through a Trestle and Causes Mayoc.

Butler, Pa., Jan. 24.—About 2:30 o'clock yesterday afternoon one of the most serious accidents in the history of the Pittsburg and Western Railway occurred at Paint Creek bridge, a mile from Shippensburg station. At this point there is a big bend over the turbulent little stream, which is spanned by an S-shaped bridge about 50 feet high, and over this bridge passenger train No. 7, southbound from Harrisburg, was dashed to the stream below, the train, with all on board, going over the trestle. Three were killed instantly and only one person on the train, it is said, escaped injury.

### IN THE WESTERN STATES.

From 25 to 40 Degrees Below Zero in Section of Minnesota.

St. Paul, Minn., Jan. 24.—Reports from every part of the northwestern United States indicate that the coldest night in two winters. St. Paul, about the warmest point in this section, registered 19 degrees below zero, from that figure to 30 below at St. Cloud, 36 below at Duluth and 40 below at Minneapolis. There are reports in yet of people freezing to death, though suffering in the country may have been very great. The St. Paul Relief Society has been busy all day furnishing coal and other supplies to the needy. The thermometer in the city to-night is 26 below zero, and indications point to a further drop of 10 to 15 degrees before morning. Railway traffic is everywhere greatly retarded because of drifts or inability to keep up steam. Around Aberdeen, Huron, Milbank and Wilmar, S. D., no effort has been made for two days past to clear the tracks owing to very high winds. A Chicago, Milwaukee and St. Paul passenger train is stuck in drift near Bonita, S. D. Fuel has been carried to the train to keep the passengers comfortable.

### BEVER HITS.

Denver, Jan. 24.—The cold wave struck this section at 5 o'clock yesterday afternoon, and in less than an hour the thermometer fell 30 degrees, from 50 to 20 below zero. Ten above the mark registered at 8 o'clock; with the prospect of zero weather before morning.

In Iowa.  
Des Moines, Jan. 24.—The cold wave which reached here last night continues, the thermometer to-night registering 16 below zero.

The Adirondacks.  
Utica, N. Y., Jan. 24.—This has been the coldest temperature in the Adirondacks was: Malone, 18 degrees below zero; Plattsburgh, 15 below; Fulton, 10 below, and at Remsen 5 below.

Suffering Among the Poor.  
Cleveland, Jan. 24.—The coldest weather of the winter prevails. At 8 o'clock the thermometer in the United States weather office registered four degrees above zero, and before midnight the mercury had dropped to 20 below zero.

Coldest Day of the Winter.  
Fort Wayne, Ind., Jan. 24.—This has been the coldest day of the winter. At 1 o'clock to-night the thermometer was 7 degrees below zero, and indications are that it will go lower before morning.

Coldest Day in Two Years.  
Omaha, Jan. 24.—This has been the coldest day Nebraska has experienced in two years. At many points the mercury registered 12 degrees below zero, and the warmest reported was 4 below. The Missouri River is frozen over. Little snow has fallen in this section and railroad traffic is not interrupted.

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### WERE BAILLOS DESTROYED IN MR. BOYD'S CONSTITUENCY?

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