

BALFOUR IS POSITIVE

ELAID WILL NEVER GET HOME RULE, HE SAYS

Important speech in the German Reichstag.—The Defensive Alliance between France and Russia formed.—Official announcement of M. Delcier.

GLASGOW, Nov. 28.—The Rt. Hon. A. J. Balfour was the first speaker at the Conservative party's annual dinner last evening. He said: "We have done everything we could to get a Home Rule Bill passed, but it never worked. We have now got a Home Rule Bill, and I hope it will pass all the time. I have seen the Home Rule Bill in the House of Commons, and I am sure it will pass." The differences which separate the Conservative and Liberal parties are more profound at the present time than ever before, and they are more serious. The Unionists had to fight for principles which the Conservatives had been opposed to for years. The Unionists were the descendants of two generations of British statesmen. Before the last five years the Unionists had had to fight for principles which the Conservatives had been opposed to for years. The Unionists would be found on the side of order and loyalty. They would deal with crime promptly and effectively. They believed that society was founded on certain principles of law and morality and that these principles must be upheld. They relaxed their hold on those principles when they would do the country the most profound injury.

Mr. Balfour said that whatever the success of the Government had been, the first duty of the law was obeyed and by who administered and a lavish expenditure of money to endeavor to increase the happiness of the people in every part of Her Majesty's dominions.

In conclusion, Mr. Balfour declared that no matter what the future might bring forth it would never bring Home Rule to Ireland.

Modern Beauteous's Fruits.

LONDON, Nov. 28.—Sir Edward Watkinson, M.P., John Morris' secretary at Watkinson's home, has written to the recently-revived Conservative banquets as "Beauteous's fruits" and said that the writing was plain visible on the wall.

The speeches of Lord Hartington, Mr. Morris, and Mr. Balfour were read.

Mr. Morris said that the Tories had captured and absorbed the Unionists.

FORMED AN ALLIANCE.

The Results of M. Delcier's Visit to Paris.

LONDON, Nov. 27.—According to a semi-official statement in the *Paris Gironde* newspaper to Chancellor C. de Gas, the Russian statesman's recent interview with President M. Delcier resulted in a definite agreement for an alliance between the two countries.

A. Charles, well known in railway circles in Canada, died at Brockville last week, from the effects of a cold. He was formerly with the Southern railway, but later president of the International railway guide company, also connected with several business enterprises in Canada.

THE PITH OF THE NEWS.

THE CANADIAN BUDGET.

CONFESSION OF THE MITCHELL WIFE MURDERER.

TERRIBLE FATALITY.

Dynamite Carried to Verdict for \$6000 Against the Toronto Street Railway Co.—Requied to the Neponset Slum.

STRATFORD, Nov. 28.—Daniel White of Mitchell, a former Toronto hotel keeper, who is now serving a life sentence for killing his wife, has made a confession. White, 30, married his victim in 1886, his son-in-law, and the latter threw him out of the Royal Hotel. Some days after, during the course of a quarrel, Mr. White had twisted him until being thrown out of the room. He had been very drunk and told her that she deserved the punishment that he would inflict upon her. It was then that he struck her with an empty bottle and struck her a powerful blow on the head. This was the blow that drove the skull to the brain. The bottle then fell to the floor and finally produced death. He then threw the bottle behind the wood pile in the yard, where it was soon found.

DROWNED WHILE SKATING.

The Ice Was Only One-Eighth of an Inch Thick.

SPRINGFIELD, Nov. 28.—Fred Edmunds, the 12-year-old son of Crucibleank Edmonds of Ontario-street, and Williekins of Wallerton, skated across Victoria Lake, but was thrown through himself. Edmunds succeeded in pulling himself out and in turn went to the assistance of Quin with the result that he was soon in the water again. Edmunds' mother had no time to go to him, so Edmunds swam. It was about 10 minutes before the body was recovered. The ice was not more than an eighth of an inch in thickness.

STATE OF TRADE.

There is an Active Demand for Cheese, but Leather is Dull.

NEW YORK, Nov. 28.—Special telegram to Boston: "Pork market dull, but movement in general trade, sales of groceries and provisions, of dry goods, clothing, hats and shoes and holiday goods have all increased in volume."

In Canada general trade is quiet, notably in wheat and flour, which will be put in the first load during the winter.

The Maharajah Hollkar, ruler of Indore, one of the states of Central India, which pays tribute to the British, has announced his intention of recruiting two regiments of cavalry to the Indian army.

Alphonse Macdonald, son of the proprietor of the Hotel Vendome in New Glasgow, N. S., fifteen years old, stands six feet high and weighs 190 pounds. He is probably the largest boy of his age in the marines.

A. Charles, well known in railway circles in Canada, died at Brockville last week, from the effects of a cold. He was formerly with the Southern railway, but later president of the International railway guide company, also connected with several business enterprises in Canada.

THE RIVER GREYHOUND.

Capt. Bates Declares the St. Lawrence Has the Honor.

This letter is in the Cleveland Marine Hospital of New York.

CINCINNATI, Nov. 28.—In a recent issue of your valuable paper, stating that a company in Toledo had purchased the st. Sylvain Stream, now lying at this port and the old steamship house, the "St. Lawrence," I wish to differ with your informant as I know just what the boat can do in speed under the most favorable circumstances, as I commanded her for three seasons and also her brother ship around the Great Lakes. Now she is a really good boat and was fastest on the St. Lawrence River. The (st) st. St. Lawrence is the "greyhound."

A. Charles, well known in railway circles in Canada, died at Brockville last week, from the effects of a cold. He was formerly with the Southern railway, but later president of the International railway guide company, also connected with several business enterprises in Canada.

The Dominions report 37 business failures this week, against 47 last week and 36 this year. The number of new firms established in 1891, against 1489 last year.

Bank clearings at Canadian cities aggregate \$21,209,662 this week, a decrease of 12.8 per cent. compared with last week.

SHOT THE BABY.

A Petrol Instantly Killed by a Rockeck Marksman.

PHOENIX, Nov. 28.—Some young men were shooting at a mark in Windover's bushes, and missed the target, the ball went outside to the window of a house, where a little girl named Ethel Michel, aged five years, was playing snowball. The ball from the rifle struck this little child in the body near the lungs. She only lived about five minutes. The police have taken into custody the man who shot the gun, who is supposed to have fired the fatal shot.

VERDICT FOR \$6000

Against the Toronto street Railway Company.

TORONTO, Nov. 28.—At the Assize Court yesterday the sealed verdict returned by the jury last evening in the case of Osgood vs. the Toronto street Railway Company, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the steamer cleared its passengers and cargo, 1000 tons of the angle in the river making the distance longer than over land.

The best time the St. Lawrence ever made, no landings, was from Cape Vincent down to Oswego one hour and two and a half miles. The Amherstburg, which I command, has covered the 40-mile distance in fifty-five minutes, light.

The St. Lawrence made it in fifty minutes and made a landing at Carleton Island, where the river and lake landing at Millers Bay is above them. After the ste