

CANADA'S BIG RAILWAYS

INTERESTING LETTER FROM PRESIDENT VAN HORNE.

Present and Future Policy of the Canadian Pacific Railway—Hostility to the Grand Trunk Denied.

LONDON, Jan. 25.—The following letter appeared today's papers:

MONTREAL, Jan. 14, 1889.

SIR: In accordance with the wishes of the directors of this company at their meeting to-day I beg leave to make the following reply to your favor of Dec. 19, covering a memorial signed by a large number of the shareholders of the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, drawing attention to the hostility apparently existing between these companies, and urging the importance of more harmonious working.

At the outset the directors desire to disclaim any feeling of hostility on their own part, or on the part of the officers of the company, towards the Grand Trunk Railway. They fully concur in all that is set forth in the memorial of the shareholders as to the desirability and importance of the most harmonious relations, and it has been their wish all along to cultivate such relations.

The policy of the Canadian Pacific Company as regards the extension of its lines to various parts of the Provinces of Ontario and Quebec has been made use of to create the impression that a feeling of hostility exists. There can be nothing else to indicate anything of the kind, because the Canadian Pacific Company has carefully refrained from any opposition to any of the projects of the Grand Trunk Company or interference with its legislation or its financial operations, and it cannot be charged that it has, where competing with the Grand Trunk for traffic, acted in any but the most neighborly and honorable manner, or that it has not at all times shown a strong desire to co-operate in the maintenance of proper rates, and to guard against the abuses which have elsewhere resulted from competition. Indeed, since the beginning of the competition between the two companies, disturbances in their rates other than those resulting from outside causes, beyond their control, have been exceedingly rare. The wholesale cutting of rates and the other evils growing out of fierce competition, which have brought many of the neighboring American lines to the verge of bankruptcy, have been almost unknown between these two companies, and it is safe to say that nowhere else in America are rates more uniformly maintained and nowhere is the public better satisfied.

It can only be, therefore, the territorial policy of the Canadian Pacific Company that can be pointed to as indicating a feeling of hostility on its part, and in order that its policy in that respect may be better understood, I am desired by the directors to say that from the inception of their enterprise it was apparent that the main line of their railway must depend largely upon the traffic between the great Province of Ontario and the Canadian Northwest and the Pacific coast for its support, Ontario being, in point of traffic, equal to all the rest of the Dominion; that in fact this traffic was absolutely necessary to the success of the enterprise; that the Grand Trunk Railway could not be depended upon to bring this traffic to the Canadian Pacific, because its interests would bear heavily in the direction of its much longer haul to Chicago; that nothing short of an exclusive arrangement with the Grand Trunk covering this traffic would be of any practical use; that even if the Grand Trunk were to ignore its many important connections at Chicago, and enter into an exclusive arrangement with the Canadian Pacific, the power of these connections to divert from the Grand Trunk a vastly greater traffic would not admit of the hope of the long continuance of such an arrangement; that at best, as experience everywhere has proved, mutual interest only could be depended upon for the satisfactory working and permanency of such traffic arrangements, and the mutual interest did not and could not exist in this case; that even with the strongest agreement that could be made, the vast capital to be invested in the main line of the Canadian Pacific must remain at the mercy of the Ontario traffic, the Canadian Pacific could not have existed during its earlier years; that the most carefully drawn agreement could not afford adequate protection, because in case of the willful diversion of this traffic from the Canadian Pacific, it might be seriously crippled before it could secure its rights through the slow processes of law.

It would have been unwise in the extreme to have left the enormous interest of its shareholders in such a perilous position, and therefore, impelled by the force of circumstances and not in the slightest degree by hostility towards the Grand Trunk Company, the Canadian Pacific turned its attention to the provision of such lines and connections in Ontario as would effectually make these interests secure by the time the main transcontinental line should be completed.

The unfriendly and even hostile spirit displayed by the Grand Trunk Company from the beginning gave additional force to the reasons which actuated the Canadian Pacific Company in deciding upon this course.

A connection with the Great Western Railway of Canada, whose lines reached nearly every important place in the Ontario peninsula, naturally became the first object of the Company, but the first step in that direction was met by the absorption of the Great Western by the Grand Trunk. The island system and other independent railways were absorbed as quickly as possible. Whether any of these lines were absorbed for the profit of the Grand Trunk or only for the purpose of heading off the Canadian Pacific at any cost may possibly be determined by an examination of the subsequent results of their working, and the result of such examination will probably be found to apply equally well to the more recent absorption of the Northern and North-western Railway.

One step on the part of the Canadian Pacific towards independence involved another, until, in 1882, its present Ontario system was planned. It may easily be seen that in planning such a system it was most important, while keeping the main object in view, to so arrange the lines that they might draw to their support the traffic from as many sources as possible, because as feeders only of the main line they could not in themselves be profitable.

The local lines west of Toronto, in order to be worked with advantage and profit, had to be connected with Montreal; and with the additional object of bringing an important district within reach of the Canadian Pacific, the line from Toronto to Smith's Falls was made, and subsequently the rapid growth of traffic made necessary the extension of this line directly to Montreal to avoid the great loss in distance in the detour by the way of Ottawa. The Canadian Pacific, quite early in its history, and in order to secure its connections with the Atlantic seaboard, had acquired the con-

trol of certain lines south of the St. Lawrence River and east of Montreal. This involved the construction of a bridge across the St. Lawrence—the Grand Trunk bridge being difficult of access and insufficient for the additional traffic. In establishing its connections with the seaboard, connections were incidentally made with the great manufacturing cities of northern and central New England.

Recently, and pursuant to a long matured plan, the Canadian Pacific has been extended across the State of Maine to a connection with the railway system of the Maritime Provinces of Canada—an extension demanded in the public interest as well as in the interest of this company. There is a large traffic between these provinces and Western Ontario, making local connections in Ontario doubly important.

The traffic between the New England States and Chicago and farther west is very large and profitable, but while reaching it most advantageously at the east the Canadian Pacific has been unable to carry it for want of independent connections at the west. The only break in connections is between London, Ontario, and the Detroit River—110 miles—and on the closing of this gap the full use of no less than 1800 miles of the company's lines east of it depends. Whether or not the comparatively short line necessary to the closing of this gap must be made in the vicinity of two existing lines the gap must be closed. Its importance can hardly be over-estimated. It will enable the Canadian Pacific at once to share in a traffic almost as important as any in America and from which it is now effectually debarred.

In the hope of avoiding the construction of a new line, attempts were made to secure rights of user or equivalent rights over that of the Grand Trunk; but these efforts were unsuccessful, conditions in nowise relating to the question having been named by the Grand Trunk at a time when the Canadian Pacific had already delayed its work to the utmost limit of prudence and could delay it no longer without the loss of another season. It is difficult, if not impossible, for anyone at a distance and not familiar with all the conditions surrounding such a complicated question as that of the joint use of a section of 110 miles of railway, by two companies in active competition for the same traffic, to judge of the reasonableness or unreasonableness of either party, but the directors of this company are convinced that every reasonable effort was made on its part; and, in their opinion, a careful reading of the recently published correspondence between the officers of the two companies, clearly proves that only the question of rental stood in the way of an agreement up to the time the negotiations were brought to an end by the introduction of the foreign conditions before mentioned.

One of these conditions was that the Canadian Pacific should discontinue the carriage by its own line of its through freight traffic between Toronto and other Western Ontario points and all the territory reached by its main line west of North Bay, and yield all of this traffic to the Grand Trunk for carriage over its shorter line between Toronto and North Bay, on terms to be settled by arbitration. The Canadian Pacific had offered independently of any other question and in a neighborly spirit, to permit the Grand Trunk to carry this traffic over its short line at the estimated cost of its carriage over its own longer line. Whether or not this offer was based on a correct estimate of the cost it should be remembered that the Grand Trunk has no claim whatever upon the traffic and that the Canadian Pacific was satisfied to continue its carriage at the rates proposed.

A proposal to submit a question to arbitration usually carries with it an impression of fairness; but there are questions which are not proper questions for arbitration. One party in the legitimate enjoyment of a business cannot reasonably be asked to submit to arbitration the terms upon which it shall be surrendered to a competitor.

This company has not been unwilling at any time to arrange this traffic matter with the Grand Trunk, independently of other questions—indeed, it has been so arranged quite recently.

The other condition was that the Grand Trunk should have the right of user over the Sault Ste Marie branch of the Canadian Pacific; but while without a knowledge of all the circumstances, a proposal to exchange rights of user seems fair and proper, there is a wide difference between the question of the joint use of the Grand Trunk line between London and Detroit and the Canadian Pacific line between Sault Ste Marie and Sault Ste Marie. In the one case the line has a double track, in greater part, and its use to the owner is certain to be largely diminished upon the completion of the Sarnia tunnel. In the other, the line is a new one, with but a single track, and promises to have almost immediately all the traffic it can conveniently carry.

The Canadian Pacific was in a position to make immediate use of the Grand Trunk line and to commence at once the payment of the rental and its proportion of the cost of maintenance and of the other expenses to be borne jointly. The Grand Trunk, on the other hand, was 100 miles away from the nearest point of connection with the Sault Ste Marie line, had taken no steps towards covering the intervening space, would have to go hundreds of miles beyond Sault Ste Marie to find a railway free to interchange traffic with it, and wanted practically an option as to the right of user to be exercised or not as it might see fit in the indefinite future.

The action of the Canadian Pacific Company in extending its line to Detroit has been pointed to as indicating a hostile and aggressive policy; but it should not be overlooked that the extension of the Canadian Pacific to the Detroit River is a direct consequence of the absorption so industriously pursued by the Grand Trunk for the past seven years; to refer to the purchase by that company of the North Shore Railway between Montreal and Quebec for no other possible purpose than to keep the Canadian Pacific out of Quebec, the Grand Trunk Company having already a line of its own between the two cities,—a purchase which was only relinquished after provision had been made by the Government upon the demand of the public for the construction of a third line.

Whether or not the recent absorption of the Northern and Northwestern railway, by the Grand Trunk will involve the construction by the Canadian Pacific of a line of its own between Toronto and Sudbury will depend entirely upon the policy of the Grand Trunk in regard to Ontario traffic to and from the Canadian Northwest. The Canadian Pacific Company has no desire to make this line and will not do so unless it should become absolutely necessary to the protection of its interests.

The directors of this company feel that the results have fully justified the policy they have pursued in reference to auxiliary lines, and they believe that without these lines the Canadian Pacific could not possibly have reached its present strong position. They believe, too, that in but one case, where the company has already acquired lines or undertaken the construction of lines of its own, could the lines of the Grand Trunk Company have been made

use of without great disadvantage. The only case in which the joint use of a section of the Grand Trunk Railway seemed either expedient or practicable was that of the line between London and Detroit.

The company has in no important particular deviated from the policy and plans decided upon in 1882. These plans lack but little of completion. How soon they shall be completed and whether they shall be completed in full must depend upon circumstances; but in carrying them out the directors will be happy, as they would have been in the past, to utilize as far as possible the lines or other facilities of existing railways, if that can be done without the sacrifice of efficiency or independence. They have no desire to injure the property of their neighbors or to incur any avoidable capital expenditure.

The directors beg leave to point out that so much as may have been unsatisfactory in the experience of the Grand Trunk Company in the past three or four years must be attributed to other causes than Canadian Pacific competition; for they have reason to believe that at nearly all competing points the earnings of the Grand Trunk have been larger than before this competition began, excluding, of course, the accident of bad crops. The impetus given to trade and manufactures by the advent of the Canadian Pacific has resulted in a profitable traffic for itself and an increased traffic for its neighbor.

The directors wish further to say that next to the prosperity of their own railway, there is nothing that intelligent self-interest would lead them so earnestly to desire as the prosperity of the Grand Trunk.

I have the honor to be, sir, Your obedient servant, WILLIAM C. VAN HORNE, President.

Alex. L. Secretan, Esq., Acting Secretary for shareholders, London.

TORONTO TOPICS.

A True Bill for Murder Returned Against Druggist Wood.

Mr. Justice Rose and Mr. Justice MacMahon sat in the assizes all day yesterday, but very little criminal business was disposed of. Before the first named Reinal Gideon Israel Barnett was arraigned on the charge of appropriating to his own use a promissory note for \$285 made by C. F. Bunbury. He pleaded not guilty. His trial in the Central Bank case will be commenced this morning and his counsel will seek to have the Bunbury case postponed because of the absence of a material witness in New York.

The counsel for Mr. W. F. Maclean of The World asked for a postponement till next court of the trial of the Massey libel suit and for further time to plead, as in case he decided to plead justification he would require to bring witnesses from Cleveland, St. Thomas, Peterboro and Cobourg. His Lordship gave till to-day to plead, after which he will consider the application for postponement.

The Grand Jury delivered themselves upon several indictments laid before them. The most important of all was their finding no bill in the cases of Dr. Valentine and Alley Wilkinson, charged with complicity in the murder of Lily Charlton, and the returning of a true bill against the absent druggist, J. O. Wood, connected in the same case. True bills were found against David Logan, George McCoppin and Robert Reddin, gambling in stocks; Chas. Nelson, forgery; Chas. R. Wright and Ed. Driscoll, gaming; Geo. Egan, larceny, and Florence Maynard, obtaining goods under false pretences.

George Morrison, a printer, living at 267 Yonge street, was arrested yesterday afternoon on four distinct charges of forgery, the complaints being made by Mr. John Holderness, James Beatty, and W. A. Sheppard.

Convocation Hall of Trinity College was filled yesterday afternoon with an audience which testified by repeated applause their delight with the patriotic sentiments of J. B. Bourinot, LL.D., Clerk of the Canadian House of Commons, who for an hour and a quarter lectured on "The National Development of Canada." There was no uncertain sound in the Doctor's utterances. He has unbounded faith in the resources and great destiny of Canada.

An Incendiary Blaze at Listowel.

LISTOWEL, Jan. 25.—About 12 o'clock last night fire broke out in the large frame stable belonging to the Imperial Hotel, owned and occupied by F. A. Kraus, which was totally destroyed, also a horse, cow and some new farm implements stored there from last season. The building was insured in the Waterloo Mutual for \$600. This makes nine supposed incendiary fires here since Sept. 16. The council have offered a reward of \$500 for the conviction of the incendiary.

Fire at Port Hope.

PORT HOPE, Jan. 25.—Between 8 and 9 o'clock last evening the alarm bells were sounded, when it was found that the dwelling in Hope-street owned by Mr. Wm. Stevenson was on fire. The Chemical did good work and succeeded in extinguishing the fire, but not before the entire upper part of the building was destroyed. The house had been unoccupied for a few days. The loss is partially covered by insurance in the Scottish Union.

INTERESTING ITEMS BY WIRE.

Violent earthquake shocks are reported from Colorado.

Eighty persons were wounded in the disturbance at Carrick-on-Suir.

The colliers at Shenandoah, Pa., have shut down and 400 men are idle.

Lord Salisbury had a long interview with the German Ambassador yesterday.

A grave pecuniary embarrassment is said to be impending for the Sultan of Zanzibar.

The correspondents of The Figaro and National have been expelled from Germany.

It is stated at the British Foreign Office that America means business in the Samoa affair.

A family of six persons have been suffocated by gas from a defective stove at Crossen, Saxony.

The principal cashier of the National Bank Agency at Buenos has embezzled \$150,000 and absconded.

The Queen has invited Mr. and Mrs. Phelps to dine with her Mouday and to remain at the palace over night.

London Radicals are organizing a mass meeting in Hyde Park to demand the release of Mr. Harrington, M.P.

An American sailing vessel from Zanzibar to Madagascar has been fired upon by a German vessel and one of her masts broken.

M. Cloussere's election in the Department of Var has been declared valid by the sub-committee of the Chamber of Deputies.

Many were injured yesterday at Clonmel in collision between the police and a crowd composed largely of women and children.

At Yanceyville, N.C., yesterday 3000 persons witnessed the execution of John Yancey (colored) for the murder of Bob Oliver (colored).

The stampan weight championship battle at Gloucester, N.J., last night, between Cal. McCarthy of Jersey City and Harry Walton of Pennsylvania was won by the former in five rounds.

Editor Powell of The Midland Tribune of Bir was sentenced yesterday to three months for labor for publishing an illegal article, and for remarking that the sentence was cut and dried seven days were added.

At Eutaw, Ala., yesterday James Seames (colored) was hanged for murdering Deputy Sheriff Airey of Tusculoo, Ed. Fry (colored) was hanged in Marietta, Ga., for murdering his wife and Charles Blackman (colored) at Ellenton, Ga., for a murder committed in 1883.

ADOPTING THE ADDRESS.

An Afternoon of Speech-Making in the Ontario Legislature.

Toronto, Jan. 26.—Before the House proceeded to the orders of the day yesterday Mr. Mowat referred in moving terms to the illness of his former colleague, Mr. Pardee. Before another session that able Minister and loved friend would have passed away. His death might occur even in a few days. Mr. Mowat was confident that he voiced the opinion of the members in an expression of the deepest and most respectful regret for the illness which was so soon to end in the death of their former esteemed colleague. As to the three appointments which had been made since the last session of the House, Mr. Mowat said that men might have been found who could fill the positions as well, but none who could fill them better.

Mr. Meredith said a few graceful words of regret for the illness of Mr. Pardee. He hoped never to see the day when party feeling in Ontario should run so high that politicians would not pay tribute to the high qualities of such men as the former Minister of Crown Lands.

Mr. G. B. Smith (East York), in rising to open the debate on the address in reply to the speech from the throne, referred first to that portion of it touching upon the development of the agricultural industry. That, he said, was the subject given the greatest length in the speech. "I believe it has always been the policy of the Government to give that important industry the prominence it is entitled to." He spoke of the affiliation of the Agricultural College and the Provincial University and the degree of "Bachelor of Agriculture" which had been created and which would encourage the young Canadian to follow the farming profession. The value of the farmers' institute could hardly be over-estimated.

Mr. E. J. Davis (North York) in rising to second the address made a long speech on the resources of Canada, in connection with which he gave some statistics of Canadian minerals. He referred to the Mining Commission and the newspaper reports of its labors, and also to the project of providing better means for a practical, scientific education for mechanics and others. He spoke in eulogistic terms of the Agricultural College and also of the rich agricultural resources of Ontario, proving that young Canadians need not go to the States to pursue with profit the farming industry.

The leader of the Opposition spoke at length. He referred to the question of annexation and said he hoped that the members on the other side would be found as patriotic and as fond of their country as are the gentlemen on his side of the House. He made a humorous allusion to the inter-provincial conference. Mr. Meredith charged that the Government made use of the Crooks Act for partisan purposes and said that it was not desirable that this state of things should continue.

Mr. Mowat in reply after referring to the inter-provincial conference and the appointment of a new minister, said with regard to the licensing system that it is infinitely superior in the public interest, to any other enforced in this or any other country. It is far superior to any project that has been proposed. If there are defects in it I am not surprised that there are so many, but that there are so few. The Premier denied that the government derived any political advantage from the system.

The address in reply was passed before the House rose. Several stereotyped notices of motion were sent up to the clerk's table, among them being Mr. Waters' bill for woman suffrage. The House will sit again Monday afternoon at 3.

CABLE NOTES.

The Samoan Affair—The Farnell Commission—Australia's Wheat Crop.

BERLIN, Jan. 25.—The National Zeitung, referring to the action of the senatorial committee at Washington on the Samoa affair, says measures for the protection of the autonomy of the Samoa Islands are superfluous because it is not threatened by anyone. The sole interest of America consists in not allowing good relations with Germany to be jeopardized by a few intriguing adventurers.

The Vossische Zeitung holds that it would be a mistake to attach no importance to measures taken by President Cleveland merely because he is shortly to be succeeded by Mr. Harrison. It shows that authority for dealing with foreign affairs rests with the senate committee and warns the semi-official press that it would be unwise to try to appease the German public with "fallacious illusions."

CIRCLE OF THE CHURCHES.

The Missionary Money Will be in Excess of Previous Years.

Rev. Dr. Hooper will conduct the Normal Bible class during February.

Rev. J. W. Sparling will preach at both services in the Sydenham street Methodist church to-morrow.

Rev. R. Whiting in the morning, Rev. S. G. Bland in the evening in Queen street Methodist church to-morrow.

Rev. Fr. McDonough on leaving Napanee for Picton was presented with \$800 and an address of much warmth.

Last Sunday Dr. Lavell, warden of the penitentiary, delivered missionary sermons at West Winchester. His addresses were forcible.

Endeavours are being made to secure Rev. Chancellor Sims, of Syracuse, to assist in the opening ceremonies of Sydenham street Methodist church.

To-morrow in the Third Methodist church Rev. W. Timberlake will preach a missionary sermon in the morning, and in the evening addresses will be delivered by Revs. W. G. Henderson and R. Whiting.

The diocesan missionary meetings are now occurring and Rev. Mr. Spencer, clerical secretary, reports that in many cases the receipts will exceed the contributions of last year. From all the returns will not be below those of last year.

Rev. Dr. Kainsford will not leave St. George's church, New York. There was a confusion of names about a call to Richmond, Va. He said when asked about it: "I don't intend to leave this church. All the king's horses and all the king's men could not lug me out of it."

The gift of \$5,540, by Peter McLaren to the St. James Anglican church, Perth, enabled the congregation to complete one of the finest churches in Ontario. The completion has been celebrated by the special services. The incumbent is Rev. H. L. Stevenson.

An Interesting Event.

Last evening Mr. T. J. Thropson, superintendent of the Fourth Methodist Sunday school, was presented with a volume of Shakespeare's works and a set of commentaries as a token of their regard from the scholars and teachers. Previous to the presentation by Rev. G. S. Eldridge a lengthy programme of solos, recitations, etc., was provided for the entertainment of those present.

Accused by Political Reasons.

LONDON, Jan. 26.—Mr. Gladstone denies the truth of the report that there are political reasons for his not going to Rome.

THE VACANCY AT HALIFAX

W. D. HARRINGTON OFFERED THE COLLECTORSHIP.

Preparations for the Coming Session of the Dominion Parliament—Notice From The Gazette.

OTTAWA, Jan. 25.—It is rumored to-night that W. D. Harrington of Halifax has been offered and has accepted the collectorship of customs at Halifax, rendered vacant by the resignation of Hon. Wm. Ross.

Speaker Oimmet was in the city to-day to attend a meeting of the Internal Economy Committee of the House, at which the necessary appointments of pages, etc., were made for the coming session.

The Mail—Lafamme case was continued in the Supreme Court to-day and not concluded.

The next regular session of the court opens Feb. 16. Tuesday, Jan. 29, is the last day for filing cautions, Feb. 2 the last day for depositing factums and Feb. 4th the last day for inscriptions.

Principal Grant's lecture before the Imperial Federation League will probably take place on Feb. 8.

The Short Line deputation will have an interview with the Government at 2 o'clock to-morrow.

There will be a meeting of the Railway Committee of the Privy Council to-morrow, at which plans for the Red River Valley Railway at Winnipeg will come up. Owing to the non-arrival of the plans for the railway crossings of the Canadian Pacific Railway at Portage la Prairie and Morris those cases will not be considered to-morrow.

From The Gazette.

OTTAWA, Jan. 25.—To-morrow's Canada Gazette will contain the appointment of Chief Justice McDonald as Administrator of the Province of Nova Scotia during the absence of Lieutenant-Governor McLelan, and of Judge Doherty of the Supreme Court of Quebec to be Assistant Judge of the Queen's Bench during the absence of Judge Bay.

Letters patent have been issued incorporating the Canada Pulverizing Company, capital \$50,000, headquarters Montreal.

The Board of Examiners for Dominion land surveys meet at Ottawa Feb. 12 for the examination of candidates.

Notice is given of application for letters patent incorporating the Dominion Safety Boiler Company, capital \$100,000, headquarters Montreal.

An order-in-council has been passed constituting Walkerton a port of entry for raw tobacco.

An order-in-council has been passed amending the order of Nov. 30, increasing the export duty on pine logs, so that it shall not apply to logs shown to have been at the date of that order actually cut and ready for exportation.

A despatch from the Colonial Office is published giving the terms of agreement between Great Britain and Brazil relative to merchant seamen deserters.

A copy of the imperial order-in-council of Nov. 17 is published suspending the operation in Canada of the imperial extradition acts of 1870 and 1873 during the continuance in force of the Canadian extradition act of 1886.

HE LIVED TOO HIGH.

A Hamilton Bookkeeper Who Got His Accounts Mixed Up.

HAMILTON, Jan. 25.—Eddie Orr, formerly a bookkeeper for Frank Squibb, plumber, is in Chicago, whither he went to get out of solving a financial problem. Orr was in receipt of a small salary, yet he lived well, dressed elegantly, sported a gold watch and a diamond ring, and spent money freely. Many of his friends wondered how he could afford to go the clip he did unless he received money beyond his salary. Several months ago his employer remarked to him that he was living beyond his means, and Orr explained that he got money from other sources. Mr. Squibb did not suspect that he was paying for his bookkeeper's extravagance until about Christmas, when he accidentally discovered that there was a deficit of \$149 in his cash book. Orr promised to make good the shortage, and tried to explain how it occurred, but his explanations were not satisfactory to Mr. Squibb, who discharged him at the first of the year. Orr did not pay the shortage, but he made good promises, and Mr. Squibb did not prosecute him.

Last Saturday Orr departed very suddenly for Chicago. He coolly wrote a letter from there to his former employer, asking him to send a recommendation to assist him in getting a situation. Since his departure it has been discovered that he falsified the books, collected accounts and never turned over the money. The amount of his defalcation is not known, as Mr. Squibb hears of something new every day; but it will exceed \$200. It is impossible to state the exact amount at present. Orr kept his books very skillfully, and covered up his tracks very well. In one instance an apprentice was to get a raise last March. The increase was granted, but the boy did not reap the benefit, as the book-keeper pocketed the amount every week. Orr is also heavily involved around town, tailors being his victims.

The V-rillet.

MONTREAL, Jan. 25.—The city is filling up with strangers from all parts of the world. The ice casts has risen to a towering height. The moose have arrived for the fancy drive and preparations on a gigantic scale are about completed for all events. One of the greatest events of the carnival is the coming number of The Montreal Star. A private view of it was given to a few to-day and the verdict pronounced it the very biggest hit ever made in carnival papers either on this continent or in Europe. A cash offer by one party was immediately made for 100,000 copies, but the publishers of The Star refused to take any other course than to sell to dealers as the orders are filed.

Manitoba Matters.

WINNIPEG, Jan. 25.—The vote in Provencher, with five places to hear from, is: Lariviere 580, Richard 404, Clarke 237.

The Liberals held a banquet at Glenboro to-night.

To-day's races were postponed on account of the weather.

The Oshawa Mayorality.

OSHAWA, Jan. 25.—On account of no Mayor being elected for 1889 (the gentlemen who were nominated for the position having resigned), Ex-Mayor McGee has issued a proclamation instructing the town clerk to call a meeting of the ratepayers to nominate candidates for the office.

The Hooster Defaulter.

INDIANAPOLIS, Jan. 25.—Joseph A. Moore, the defaulting insurance agent, has not yet been arrested and no criminal proceedings have been begun against him. He is in seclusion. It is thought his defalcation will be considerably over half a million. He was also agent for the German-American Fireman's Fund, City of London and Imperial of London Insurance Companies, and is supposed to be short in his accounts with them.

One kind of footmen—Shoemakers.