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SEVENTEENTH YEAR — SIX PAGES—FRIDAY MORNING OCTOBER 2 1896—SIX PAGES — ONE CENT

IT IS NOT SETTLED YET

And No One Can Say Which Side Will Win the Fight.

OPERATORS HOLDING OUT

Still They Have Not Been Able to Tie Up the Canadian Pacific.

Passenger Trains Are Running, But the Movement of Freight is at a Standstill—Text of the Official Correspondence Between Vice-President Shaughnessy and the Committee Acting on Behalf of the Telegraphers—It's a Hard Thing to Get an Interview on Business With a Railway Magnate.

Owing to the contradictory nature of the evidence concerning the strike of the C. P. R. operators obtainable from all sources, the journalist experiences considerable difficulty in sizing up the situation; but taking reports from all parts of the system into consideration one is bound to admit that unless some terms are at once come to between the company and its men at least a partial tie-up of the road is imminent.

On Wednesday and Thursday some of the despatchers and operators who had gone out on Monday night and Tuesday seemed to lose heart and went back to work. Yesterday, however, they regained their courage, and advices from many sections are to the effect that the employes are again forsaking their instruments.

AGAIN VACATED.

Between Toronto and Windsor the strike has broken out again, and some stations which were manned night before last are now vacant. On receiving encouraging news from the east yesterday morning these operators again quit work.

From a reliable source at the Union Station last evening it was learned that a number of operators between Leaside Junction, near North Toronto, and Montreal yesterday left their desks. It was also stated that the six train despatchers at Smith's Falls had again gone out, but this latter assertion should apparently have been modified, for General Superintendent Leonard was able last evening to communicate with this important point.

IN THE NORTH.

To look in still another direction the fact that the evening express from North Bay was last night nearly five hours behind time may be taken to pretty accurately reflect the situation up north, and the C. P. R. authorities are willing to admit that things are in a pretty bad way west of the above-mentioned important point.

Then, taking a glance at the existing status of one of the short Ontario branches of the system, the outlook is not very reassuring either. All the men but one are out at Orangeville, and that faithful employe, Charles Brown by name, has been at his post alone for more than 24 hours. The World received word from that terminal point that the lone operator is played out and sick at his desk, all the time in mortal fear of being subjected to violence by the strikers and a crowd of their sympathizers. It may be added, though, in justice to the road, that an operator was despatched last night to relieve the hard-pressed Orangevillian.

THE OUTLOOK.

After this brief review of the position of the strike in this province, the only fair conclusion to be drawn is that, if all information to hand is "by the book," the C. P. R. in Ontario will within the coming 24 hours find itself in a worse position than it was last night. In passing, it is deemed only right, however, to pay a tribute to the energy and ability to deal with an emergency displayed by General Superintendent Leonard of the O. and Q. division and his intelligent coadjutors, Assistant Superintendent Williams and Chief Train Despatcher Price. So far, while other divisions of the road have been much more seriously affected, they have managed to run all their scheduled passenger trains pretty promptly, and yesterday well on time. And not only have they held up their own end of the line, but they have found it possible to despatch nearly 100 relief operators to fill vacancies east of Montreal and west of Port Arthur. Whether or not their strenuous efforts will henceforth meet with the same success remains to be seen.

WHERE IT IS BAD.

The superintendents and ruling officials of other divisions have not displayed anything like the same ability to cope with the sudden difficulty. From Quebec come troublous rumors, while out west the situation is said to be extremely bad. On the north shore of Lake Superior and across the prairies to the Rockies and the Pacific coast most of the operators are out and all freight traffic is badly tied up.

The World obtained a little light on the western situation from Mr. W. Kirkland, of Indian Head, N. W. T., who arrived in Toronto last night on his way to England. Mr. Kirkland left Indian Head on Monday just an hour before the strike was ordered. On the way east, as far as he could learn, nearly all the operators had quit their jobs, and no goods trains were moving. He did part of the journey, of course, at night, but between Indian Head and Port Arthur the only thing in the shape of a freight he saw was a solitary cattle train.

Mr. Kirkland fears greatly the effect of the strike on Western Canada. Heavy shipping of grain was just about to begin when he left home, and the result of a continuance of the trouble might be that the farmers would not get the benefit of the present high prices of grain and would thus be subjected to serious losses.

MEN SENT NORTH.

In this connection it should be stated that Mr. Price sent fourteen men to North Bay yesterday and will dispatch fifteen others to-day. These will have to relieve the freight tie-up.

ANOTHER MEETING HELD.

Another obstacle in the way of a speedy victory for the road is the open sympathy with the strikers expressed by the other employes of the company. Conductors and trainmen whom the World has talked with side unanimously with the operators. Yesterday a second meeting of railway men was held at Toronto Junction. About 150 conductors, engineers, firemen, trainmen and other employes attended the gathering and a fine body of intelligent fellows they were. Some men from outside points were present and others risked their jobs by refusing to go out on their runs in order that the meeting might be thoroughly representative. Those present were unanimously in favor of the strikers, and while it was decided not to take drastic measures at present, a number of committees were appointed to act in concert with the kicking operators. Mr. Pierson, the head of the strike, left Montreal for Toronto last night to confer with the men here.

THE TORONTO DAILIES.

It is worthy of note that the attitude of the three morning papers on the strike was freely discussed. The Mail and Empire was denounced for the rank bias it has displayed in favor of the company, for its untruthful statement on Wednesday morning that the men were beaten, and for its negligence to say anything about the trouble yesterday, which would (if the paper had any circulation) lead the public to believe that the strike was over. The sheet with the hydra-headed policy was cursed by the men.

While The Mail and Empire was thus censured, The World and Globe came in for all sorts of eulogies for their fair and unbiased reports and for giving the operators side as well as that of the corporation.

OFFICIAL DOCUMENTS.

With the object of dissuading other employes from following the lead of the operators and instituting a sympathetic strike in their behalf, the following general notice has been posted in the conductors' bulletin book at the Union Station:

Toronto, Oct. 1, 1896.

To All Employes,—The following is the correspondence between the Vice-President and the Committee of Operators:

It will be seen that the position taken by the executive officers of the company is the only one that was possible.

The refusal of the management to deal direct with employes of a division in respect to alleged grievances without regard to the general or divisional superintendents was the sole cause for the committee's action in causing the strike.

Every employe in the service will recognize the gross breach of the company's discipline which the committee proposed.

J. W. Leonard, General Superintendent.

AN AUDIENCE ASKED.

System Div. No. 7, Order of Railroad Telegraphers of North America, Canadian Pacific Railway, leased and operated lines, Montreal, Sept. 23, 1896.

T. G. Shaughnessy, Esq., Vice-President, C.P.R., Montreal:

Dear Sir,—We, the undersigned committee, representing the telegraphers of the entire system, would respectfully ask for an audience with you. Will you kindly name the hour and day?

This interview was first sought through Assistant General Manager Talt.. Yours, respectfully, (Signed) W. H. Allison (chairman), J. B. Smith, W. H. Sando, A. Dion, E. Trotier, R. King, James J. Dunn, committee.

A PERT REPLY.

Montreal, 23rd Sept. 1896.

W. H. Allison, Esq., and others, telegraphers in the employ of the C.P. Railway, Montreal:

Dear Sirs,—Referring to your letter of to-day, as I understand it, you are all employes of the company, either in the commercial telegraph or in the operating department, and I am informed that you desire to discuss with me certain matters relating to rates of compensation and rules of discipline. If you are employed in the commercial telegraph department, your communication should first be made with Mr. Hosmer, the manager of telegraphs; if in the operating department, with your respective general superintendents. I have not heard from Mr. Hosmer, or anyone of the general superintendents, that he has had under discussion with the telegraphers employed on any section of the line a question or questions about which they were unable to agree, and therefore I am unable to understand why you should ask for a conference with the management, knowing, as you must, that such a course is in violation of every rule of discipline. Yours truly, (Signed) T. G. Shaughnessy, Vice-President.

A SECOND REQUEST.

System Div. No. 7, Order of Railroad Telegraphers of North America, Canadian Pacific Railway, leased and operated lines, Montreal, 24th Sept., 1896.

T. G. Shaughnessy, Esq., Vice-President C.P.R., Montreal:

Dear Sir,—Referring to your communication of 23rd instant in reply to our request for an interview, we beg to say in reply that the actions of the assistant and general superintendents in time past has been such as to make it impossible for us to get proper redress through the course outlined by yourself, however much we might desire to follow this course. Again, there are several matters of a general nature contained in our rules and regulations which, in our opinion, lead us to the positive belief that the general superintendents cannot or will not adopt with any degree of uniformity. We find from long experience that the assistant and general superintendents are at great variance as to what is just and proper in their dealings with the department which we represent. We therefore ask again for an interview with you for the purpose of the consideration and adoption of a uniform set of rules and regulations in order that in the future we may be able to follow the line of discipline suggested by yourself. Kindly reply care of Albion Hotel. Yours respectfully, W. H. Allison (chairman), W. H. Sando, R. King, J. B. Smith, A. Dion, James J. Dunn, J. E. Trotier, committee.

UNFAIRNESS CLAIMED.

Montreal, 24th September, 1896.

W. H. Allison, Esq., and others, Telegraphers in the employ of the C.P. Railway, Montreal:

Dear Sirs,—There is nothing in your communication of to-day that would seem to warrant any deviation from the course laid down in my letter; indeed your strictures on the officers of the divisions on which you are employed, and with whom you would appear to have had no conference before coming to me, are manifestly unfair and constitute such a breach of discipline as may require further consideration. The management of the company, while desiring to accord to every class of employes in the service an opportunity to be heard when occasion requires it, must first be satisfied that the officers directly responsible for the affairs of the division, or department, of the railway, have been unable to dispose of the question to be discussed. Yours truly, (Signed) T. G. Shaughnessy, Vice-President.

NO DIVISIONAL ACTION.

System Div. No. 7, Order of Railroad Telegraphers of North America, Canadian Pacific Railway, leased and operated lines; Montreal, 25th September, 1896.

T. G. Shaughnessy, Esq., Vice-President C.P. Railway:

Dear Sir,—Referring to your favor of the 24th inst., we, the undersigned committee, came to you from the Assistant General Manager as the next natural step. You make reference in your letter to officers directly responsible for the affairs of a division, or department. As the nature of our business will not admit of divisional action, we are now endeavoring to deal with you as one responsible for the telegraph department, not by divisions, but as a whole. You will confer a favor if you will say if it is your intention to meet our committee. Please reply care of Albion Hotel. Yours respectfully, W. H. Allison, Chairman; J. B. Smith, A. Dion, W. H. Sando, E. King, J. E. Trotier, Jas. J. Dunn, Committee.

SHORT AND SWEET.

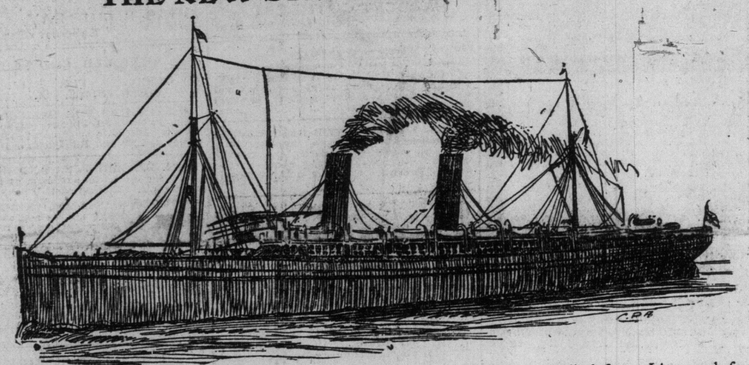
Montreal, Sept. 25, 1896.

W. H. Allison, Esq., and others, telegraphers in the employ of the C.P.R., Montreal:

Dear Sirs,—Telegraphers employed on the several divisions of the system are in no different position with respect to the division officers from the locomotive engineers, trainmen and others; and there is no reason therefore why in your case such an exception should be made as you request. We shall consider this correspondence closed. Yours truly, (Signed) T. G. Shaughnessy, Vice-President.

Only one comment does The World wish to make on the above correspondence, and that is, that while the road is right in insisting on carrying out its rules of discipline, there seems to be something in the men's contention that by uniting and bringing their grievances before the highest officials of the company they stood a better show of obtaining their requests than they would have by airing their troubles in small detached parties before the several assistant divisional superintendents.

THE NEW STEAMSHIP CANADA.



This magnificent vessel, the latest addition to the Dominion Line fleet, sailed from Liverpool for Montreal yesterday on her maiden trip. She is a monster in size, and her appointments for travel are simply superb. A full description of this grand ship will be found on page 2.

A MUDDLE IN THE WEST.

The Grain Men at Winnipeg are Feeling the Effects of the Strike.

Winnipeg, Oct. 1.—(Special.)—As the telegraphers' strike is prolonged the effect on business in this country is becoming noticeable. Grain merchants are unable to get communication with their wheat buyers at country points. To-day wheat was up in price, but as the buyers could not be instructed the farmers delivering now will be the losers. With no freight trains moving and deliveries piling up it can easily be imagined the muddle the country's grain business is in just now. The strike could have been brought on at a worse time, that is, viewing the matter from the standpoint of the country and the railway company's interest. The company is to-day despatching men from other departments of its service to guard and take charge of the various offices. As soon as the company secure control of the station houses and eject the strikers they think they will be in a position to restore a partial freight train service.

General Superintendent Whyte declared in an interview to-day that he was confident the telegraphers would lose the fight, and he added that many of the men would not get their places back, which statement emphasizes his confidence in the ultimate outcome.

On the other hand, the strikers declare that the company cannot get men to fill their places and say who come will not go to work when they learn the true situation.

SITUATION AT MONTREAL.

Vice-President Shaughnessy Issues a Statement—The Strikers Optimistic.

Montreal, Oct. 1.—(Special.)—If it was certain that the trainmen would remain loyal to the Canadian Pacific one could see the end of the strike, but until to-morrow it will be very difficult to make prophesies regarding the men's attitude. The company here treat lightly the resolution of sympathy which railway men adopted in Ottawa, yet on the other hand the strikers declare their certainty of winning.

Mr. Pierson left for the West this morning and was replaced here by Grand Chief Powell, so the climax will probably be reached within the next 24 hours.

The regular trains are moving fairly well and most of them are very little late.

AN OFFICIAL STATEMENT.

A gentleman connected with a sister organization wired the vice-president to-day and the following reply has been sent out:

"The strike of the railway telegraphers on the several divisions of the system was as stupid as it was unjustifiable. Our rules and regulations approved by the Governor in Council provide that an employe having a grievance must first communicate that grievance to the head of his department. A committee of the telegraphers from three divisions of the system came to Montreal a few days ago for the purpose of laying before the management their alleged grievances with regard to compensation, the duties which operators are required to perform and certain matters relating to discipline and promotion. They were informed that the management could not deal with questions of this kind, which had

(Continued on Page Two.)

A VERY WEIGHTY PROBLEM

Can Senators Bar Commoners From the Bar?

THERE IS TROUBLE AHEAD.

Members of the Lower House Will Demand Some Rearrangement.

Mr. Martin Has Decided Not to Take That Judgeship—He Recommends Mr. Fraser of Guysboro—B.C. Lawyers Demand a Local Man—Conservative Caucus—Canadian Labrador Fisheries Were Good—General Notes From the Capital.

Ottawa, Oct. 1.—(Special.)—A grave constitutional problem has arisen in connection with the action of the Senate in debarring Commoners from using the Senate restaurant. The members of the Commons claim that they are entitled to the use of the Senate restaurant without let or hindrance and that in passing its order the Senate was exceeding its authority. Unquestionably the Senate's order, if enforced, must lead to some rearrangement of the mode in which the Commons restaurant is now run.

JOE MARTIN IN TOWN.

Mr. Joseph Martin of Winnipeg again favored Ottawa with his presence to-day. In the course of conversation, he stated that he had definitely made up his mind to refuse the vacant British Columbia judgeship, but favored the appointment thereto of D. C. Fraser, M. P. for Guysboro. Mr. Fraser's name was mentioned for this position some weeks ago.

While possibly he would be more acceptable to British Columbia than any other outsider, it is apparent that the province will not be content with an outsider at all. Protests of the Bar Associations of the province are still pouring in, and Mr. Morrison, M. P., is vigorous in his opposition to the appointment of any man except a lawyer from British Columbia.

CONSERVATIVE CAUCUS.

A private meeting of the Conservative party was held this morning, when the appointment of a Central Executive Committee, to confer from time to time on party matters with the leader, was under consideration, but no decision was reached. The following gentlemen were suggested as the Ontario representatives: Messrs. Haggart, Clarke, Clancey, Henry and Sproule.

LABRADOR FISHERIES.

Commander Wakeham, in charge of the Government steamer Le Canadienne, reached Gaspe to-day from the Straits of Belle Isle. He states that the fishing along the Canadian Labrador has been good. All the fishermen are well off for the winter, except the usual drones. There is no sickness or distress. The Newfoundland-Labrador fishery has been bad, but the fishery on the south shore of the St. Lawrence has been remarkably good.

PERSONAL AND GENERAL.

Ottawa has an interest in a divorce suit in high life in England. To-day in the High Court of Justice an order was made.

Alexander Gunn, ex-M. P., has been appointed postmaster of Kingston.

The Commons has cleared all private bills off its order paper.

Registrar Peter Ryan of Toronto was in town to-day, also Mr. Elias Rogers.

Hon. F. Peters, Premier of Prince Edward Island, is here, en route to British Columbia.

Assessment Commissioner Pratt states that the returns of the assessors show the city population to be over 51,000. The assessment census last year placed the population at 49,674.

Mr. John Ross Robertson, M.P., entertained a number of his newspaper confreres at luncheon to-day. About 35 sat down.

The Ottawa Electric Railway Co. carried 250,000 people during exhibition week without a single accident.

Dr. Chamberlain, Provincial Inspector of Prisons and Asylums, is here on official business.

In the Senate to-day Sir Oliver Mowat said the British Columbia judgeship had not yet come before the council.

Mr. Deboucherville asked when prorogation would likely take place. Sir Oliver Mowat replied that, so far as the Government was concerned, it might take place at any time. Sir Mackenzie Bowell asked if it would be Saturday? Sir Oliver said the Government did expect to close on Saturday, but its hopes are not now so sanguine as when that hope was previously expressed.

The Debates Committee presented a report recommending that the debates of the Senate be translated into French, and that the chairman of the committee be entrusted to make arrangements for the work at a cost not to exceed $1.50 per page.

A lengthy discussion took place on the dismissal of employes from the P.E.I. Railway.

It is now understood that the Behring Sea Commission will not meet until the middle of November, and that Judge King will be able to attend the sitting of the Supreme Court.

BUT TOMMY STICKS TO THE WATERMELON.

WILFRID: Neither of them stones's heavy enough to drownd her; but if Tommy Greenway would only drop his watermelon an' come an' help we'd blame soon settle her.

CHAMBERLAIN FEARED FENIANS.

The British Colonial Secretary Was Warned and Therefore Had a Guard of Detectives During His Visit.

New York, Oct. 1.—The British Secretary for the Colonies, Hon. Joseph Chamberain, and his wife, who is the daughter of ex-Secretary of War Endicott, sailed for Liverpool on the White Star liner Germanic at 11 o'clock yesterday morning. Mr. and Mrs. Chamberlain's names are not on the passenger list. They drove to the pier and boarded the steamer only a few minutes before she sailed.

Their carriage was closely followed by another that contained four detectives, who kept near the English diplomat and his wife until the steamer cast out into the stream. One of the detectives then said: "We have been near Mr. Chamberlain every moment of the day and night during the last three weeks. He received a letter shortly after his arrival here saying that the Fenians would make an attack on his life. The information was trustworthy, but I am not at liberty to say who sent it. Mr. Chamberlain feared an assassination, and for that reason hired us."

Duplicate Whist, Pogressive Euchre, Playing Cards, Whist Markers, etc. The Harold A. Wilson Co., 35 King-st. W.

THE OSGOODE HALL FIGHT.

Supporters of McCrimmon and Macdonell Tickets are Both Hustling.

The McCrimmon ticket of the Osgoode Legal and Literary Society held a most successful smoking concert at Webb's last night. It was noticeable, that, as well as the students, the junior barristers were our in full force and the gathering augurs well a success of the McCrimmon ticket at the coming elections. Mr. Walter Read, Q.C., officiated as chairman and a most acceptable program was rendered by the most prominent Toronto artists. The gathering showed a McCrimmon feeling all the way through.

THE MACDONELL TICKET.

Mr. Claude Macdonell and his supporters in the Osgoode Hall L. and L. Society elections will hold a big smoker this evening at Webb's. A great program has been arranged and refreshments will also be served during the evening. All supporters and friends of the ticket are invited. Mr. Geo. Kappele, an ex-president of the society, will preside. The Macdonell ticket are meeting with great success in their canvass and report the prospects in their favor. The students of the Law School are taking great interest in the fight.

The Christy Anatomical Saddle the nearest to perfection in bicycle saddles built. The Harold A. Wilson Co., 35 King-st. W.

Crooks at County Fairs.

Henceforth the inevitable fakir and crook at the county fair will be under the surveillance of the provincial authorities. To prevent any crooked practice, Inspector Greer has gone to Markham and Inspector Rogers to Barrie Fair.

Easy to order—"Salada" Ceylon Tea.

To-day we show a case of elegant new scarfs by our best London maker, also a case of new gloves, by our best continental maker. Treble's, 53 King-street west.

Try Watson's Cough Drops.

Parties desiring winter board should not overlook the Lakeview, cor. Winchester and Parliament-streets. Just a few rooms left. J. H. Ayre, Proprietor.

"Bargain Day," Miss Alexander's original sketch, at her annual recital, Tuesday next.

Coal Breaker Wrecked.

Shamokin, Pa., Oct. 1.—A terrific windstorm visited this section of the country at 1 o'clock yesterday morning. Buildings were destroyed and property of every description laid waste for miles. The loss of the Patterson Coal Company, whose breaker was almost entirely demolished, is over $50,000. John Chalmers was fatally injured.

Special value leather-bound cash and memo books, size 4 x 6 1-2, 110 pages, 15c each. Blight Bros., 65 Yonge-street.

Plan for Miss Alexander's Recital Tuesday, 6th, opens to-day at Massey Hall box office, Victoria-street.

Grand & Toy's Snaps.

See the "G. & T." File; the cheapest file on earth—will hold 1500 letters; 40c each. Grand & Toy, Stationers and Printers, Wellington and Jordan-streets.

When you ask for Adams' Tutti Frutti see that you get it. Some dealers try to palm off imitations on which they make more profit.

The Crop Conditions.

Cincinnati, Oct. 1.—The Price Current summarizes the crop conditions for the past week as follows: Wheat offerings in the interior have been discouraged by advancing prices. The new wheat crop is securing an excellent start, better than a year ago. The area has been maintained. The corn situation is not especially changed.

Pember's Turkish baths, evening, 50c. 129 Yonge.

Gems in Art

Are found in our platinum-finished photographs. The Bryce Studio, 107 King-street west; Telephone No. 1724 for sittings. ed

Turkish baths open day and night, 129 Yonge.

Had a Rich Cargo.

New York, Oct. 1.—The steamer Teutonic, which arrived from Europe to-day, brought $2,858,000 gold.

Have you tasted "Salada" Ceylon Tea?

MRS. STERNAMAN THREATENS.

Will Have a Lawyer to Watch Her Case When the Rainham Centre Inquest is Resumed.

Buffalo, Oct. 1.—The Express to-morrow will have a lengthy story on the alleged poisoning case at Rainham Centre, Ont.. It was with difficulty that Mrs. Sternaman was located, she having moved from Elsie-place. She was, however, traced to the house of her first husband on Anna-place, and there a reporter called. Mrs. Sternaman, acting under legal advice, declined to be interviewed, but her mother-in-law talked freely, declaring with much indignation that the tales in the Canadian newspapers connecting her daughter-in-law with the deaths of Chipman and Sternaman were malicious calumniations, and that at the proper time, if it became necessary, her side of the case would be presented. The doctors who attended Sternaman and Chipman were interviewed and state that there were no symptoms, nor was there any suspicion of poisoning. Mrs. Sternaman has secured local legal talent and threatens prosecution for libellous statements. Her lawyer will also protect her interests when the continuation of the inquest is begun.

FIRE THIS MORNING.

Sheppard-Street Livery Stable Partially Gutted—Two Horses Killed.

At 2 o'clock this morning fire broke out in J. D. Graham & Co.'s livery and boarding stables on Sheppard-street. A general alarm brought out fire appliances from all parts of the city, and by 2.30 the blaze was subdued. The building belongs to Robert Bond, the livery man, who leases the lower storeys to Graham & Co., and stores a lot of sleighs and cutters on the top flat. Fifty valuable horses, some of them hackneys, destined for the Boston market, and others, steeplechasers were in the stable. It is not thought that the damage will amount to more than $1500, to more than $1500.

Some exciting incidents attended the blaze. Two stablemen, Jack Ramsey and George Smith, escaped from the burning building with their lives and their pants. Great difficulty was experienced in removing the horses, but the police and firemen blind-folded most of them and got them out in safety. Only two animals were lost, one being suffocated and the other dying of fright. The neighing and shrieking of the frightened beasts could be heard a block away.

Cook's Turkish Baths, 204 King W., evening 50c.

The Grens on Parade.

Owing to the fine evening the Royal Grenadiers had a big parade last night. Twenty men were, according to the orders, taken on the strength of the regiment, and five were discharged.

The district orders regarding inspection of city corps, as published in yesterday's World, were submitted.

The regiment will parade at the Armouries in review order (with leggings) at 2.40 p.m. on Sunday next, 4th inst., and march to All Saints' Church for divine service. The route for the church parade will be via University, Queen and Sherbourne-streets.

The Christy Anatomical Saddle the nearest to perfection in bicycle saddles built. The Harold A. Wilson Co., 35 King-st. W.

Philharmonic Society.

This old musical organization had a good rehearsal of the "Stabat Mater" last night. The choruses are well in hand and under Mr. Angers' careful instruction good work was done last night in regard to attack and shading.

The leading bicyclists use Adams' Tutti Frutti to allay thirst and give staying power. See that the trade mark name Tutti Frutti is on each 5 cent package.

Steamship Movements.

Oct. 1.	At	From
Havel	New York	Bremen
Teutonic	New York	Liverpool
Assaye	Prawle Pt	Montreal
Ormiston	Prawle Pt	Montreal
Persia	New York	Hamburg
Bonn	New York	Bremen
Loughrigg Holme	Antwerp	Montreal
Rossmore	Liverpool	Montreal

Smoke Fletcher's Merchant 5c Havana Cigar. 18 King-street East.

Cook's Turkish Baths, 204 King W. Ladies 75c.

OUR ROSSLAND SPECIAL.

An English Syndicate Secures Control of Two Properties—A Claim on Red Mountain for $100,000.

Rossland, B.C., Oct. 1.—(Special to The World, via Spokane, Wash.)—An English syndicate has secured control of Little Darling and Flossie L. The price is unknown.

The Giant, a full claim on Red Mountain, has been sold for $100,000.

Gertrude is reported to have been sold for $65,000.

Capital continues to pour into the district.

F. M. Gillespie of Toronto is here.

A. R. M.

TRADE IS VERY BRISK

At Dineens' Big Hat and Fur Store, King and Yonge-Streets.

The fall hat trade is now at its height and Dineens, at King and Yonge-streets, are showing their immense stock of gentlemen's headgear to large numbers of people daily. Dineens' hat department is right on the ground floor of the big establishment at King and Yonge-streets. They say that they give more space to hats and hat selling than any other two stores in Toronto. Just now all of this space is filled with the very newest styles in fall hats. A big shipment of Christy's famous English hats of the latest fashion arrived yesterday. They are in browns and black, and are as good a hat at $2.50 as could ever have been bought before at $3. Dineens $3 hat is equal to anything offered heretofore at $4.

Special lines in American hats are shown in fine qualities at $2.50 and $3. Dineens are sole agents in Canada for Dunlap's New York hats and Henry Heath's London, England, hats. Thus the hats sold by Dineens are of the highest standard qualities and are guaranteed. Silk hats, $4.50, $5 and $6. Soft fedoras $1.50, $2 and $2.50. Boys' and youths' hats 50c, 75c and $1. Dineens' stock embraces everything in hats for men, boys, and children. Novelties for the little folks sold by Dineens cannot be got elsewhere in the city.

Everyone knows that Dineens carry an unequalled stock of furs, including circulars, jackets, wraps, capes, muffs, collars, collarettes, caperines, robes, coats, caps, in fact every kind of fur garment made and all from the finest furs. Dineens manufacture their own goods and buy and sell for cash; thus the purchaser gets the benefit of prices that cannot be met by other houses.

Duplicate Whist, Progressive Euchre, Playing Cards, Whist Markers, etc. The Harold A. Wilson Co., 35 King-st. W.

Do your shirts fit badly? Try a sample of Treble's perfect-fitting French yoke and you will have no trouble—53 King-street west.

Try Watson's Cough Drops.

Kate Field's Remains.

San Francisco, Oct. 1.—The correspondent of the United Associated Press at Honolulu says Consul-General Mills will send the remains of Kate Field to the United States for cremation.

Cook's Turkish Baths, 204 King W., day, 75c.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

DEATHS.

CHERRY—At Markham, on Wednesday, Sept. 30, 1896, Anne Armstrong, relict of the late William Cherry, in her 78th year.

Funeral will leave late residence, Church-street, Markham, on Saturday, Oct. 3, at 11 a.m., for Thornhill Cemetery.

Friends will please accept this intimation.

ORR—On Sept. 30, Ann Orr, aged 80 years.

Funeral from her brother's residence, 153 Duchess-street, on Friday, Oct. 2, at 2 p.m.

Funeral furnishings Gormally & Somerville, 712 Queen St. West. Tel. 5355.

IT IS ALL RIGHT NOW

But When the Tories Did it it Was All Wrong.

THE PREMIER'S DEFENCE

When Asked About the Appointment of the New Translators.

There Appears to be a Sort of Friendly Compact in This Connection—The Case of General Cameron Again Thrashed Out—Mr. Britton Defended the Dismissed Officer—Mr. Casgrain Raises the School Question Again—A Lively Time in Committee of Supply.

Ottawa, Oct. 1.—(Special.)—When Mr. Choquette at the opening of the House moved the adoption of the report of the Debates Committee, the question was asked by Mr. Foster if this was the report recommending the appointment of another set of translators. Being assured that it was, Mr. Davin strongly criticized the proposal to appoint three new men. Mr. Davin was called to order for describing the proceedings of the committee as scandalous, whereupon he said that, at least, now the facts are known, the action of those who had followed up and persecuted the translators with all sorts of inquisitorial devices was, in the light of this subsequent action, the most extraordinary thing that had ever come before any Parliament. It was proposed to appoint the law partner of one of the prosecutors, the son of another member, and without any question of their fitness.

Mr. Monet denied that the party in question was a partner of his.

Mr. Davin: My informant is the hon. member himself. (Laughter and cries for order.)

Mr. Monet explained that when he had business in Montreal he occupied a desk in Mr. Geoffrion's office, but he never said he was a partner.

Mr. Davin: Then we have another, Mr. Fiset, who is the son of the member for Rimouski. I hope there is no doubt about that. (Laughter.) He concluded by declaring that the action of the committee was altogether contrary to precedent. It was even more notorious than the offence for which Mr. Isaac Butt was practically expelled from the British Parliament, that of having received a fee for a defence on the floor of Parliament.

After some further talk, Mr. Foster remarked that not a word had been said about the qualifications of these three candidates. Mr. Monet had practically admitted the partnership between himself and Mr. Geoffrion. So far as giving the position to Mr. Fiset's son was concerned, the Government might as well appoint the hon. member himself. He asked Mr. Laurier to give his opinion of the probable effect of this action upon the independence of Parliament. According to the newspapers, the committee, after in the first instance having asked the House to dismiss these translators, had, not being able to agree upon their successors, decided to keep them on for the session. And after all, these men, having been dismissed for partisanship, it was proposed to appoint partisans in their places.

MR. LAURIER'S VIEW.

Mr. Laurier replied that the Government had in no way whatever interfered in the matter. As a member of the House he simply stood by the rule laid down by the Tories in 1888. The House had nothing to do with the past political partisanship of the new appointees. It was only concerned that from thenceforth this partisanship should cease. He saw no impropriety in the son of the member for Rimouski being an officer of the House. Of Mr. Geoffrion's capability he was thoroughly satisfied.

Mr. Somerville said these dismissed translators had been retained for the remainder of the session out of pure benevolence.

Sir Charles Tupper rallied the leader of the Government on his readiness to adopt the precedent of 1888, which

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SHE GETS A DIVORCE.

Mrs. George Tate Blackstock's Application Before the Rhode Island Supreme Court Granted.

Newport, R.I., Oct. 1.—The divorce case of Emeline Frazer Blackstock v. George T. Blackstock was heard before three judges of the Supreme Court this afternoon and granted.

Non-support was the allegation.

Mrs. Blackstock has for two seasons occupied the late Edwin Booth's "Booth Den" and proposes to purchase it when the lease runs out.

Mrs. George Tate Blackstock, who has for years been a resident of Toronto, was the wife of the well-known lawyer of this city. Mrs. Blackstock, it was stated sometime ago, was stage struck and left her husband last spring, stating that she desired to devote her life to opera. She has claims as a composer. Many of the young bloods of the Queen City will miss Mrs. Blackstock's drawing-rooms and parties th's winter. It is said that she has considerable wealth of her own.

George Tate Blackstock, who has been in poor health for some time past, is now in Europe, accompanied by his sister, Mrs. Donald Downey.

A Couple of Society Items.

Mrs. Albert Nordheimer, the divorced wife of Mr. Albert Nordheimer, is a patient at Grace Hospital. She is suffering from typhoid fever.

It is reported that the Princess de Chimay, nee Ward, has parted from her husband. The princess is a daughter of Mrs. Ward-Cameron-Morrow, who is now in Europe on her third wedding tour. It is also said there was a scene at the palace of Prince de Chimay.

A Motto for the Government.

Economy in little things and pettiness in all.

Another Fine Day.

Minimum and maximum temperatures: Calgary, 34—42; Winnipeg, 42—66; Port Arthur, 34—50; Parry Sound, 42—58; Toronto, 48—56; Ottawa, 50—60; Montreal, 50—60; Quebec, 52—54; Halifax, 62—66.

PROBS: Moderate winds, mostly west and north; fair weather, little change in temperature.