

The Free Press

BRITISH-AMERICAN

Lager Beer

CINCINNATI CREAM.

"Pure elixir of malt and hops
Beats all the druggs and all the drops."

To be had at all the bars, and in bottles of

E. B. SMITH,

12 Market Square. ASK FOR IT.

LONDON, ONT. TUESDAY, JULY 3, 1894

SHOES

popular summer styles.
Shoes on a wholesale
means 20 per cent. in
Special prices on
Shoes Saturday for the
occasion. WE SELL

Shoes, 75c.
Shoes, 60c.
Kid Slippers, 50c.

Gents' in all the
and canvas, reduced in
are hot weather com-

WALK BROS.

and Valises Cheap.

TO LET.

LET 8 ROOMS, OVER
street. Apply G. MARSHALL
street.

HOUSE, TWO-STORY
ess avenue. Apply next door.

ER MONTHS, FURNISH-
to let; seven rooms. Apply
street.

ESIDENCE TO LET—NO.
street, at present occupied by
Apply to GEORGE U. GUNN,
street.

TO LET—THAT DESIR-
two-story brick residence, No. 10
South London, 9 rooms with all
finances, lawn and fruit garden.
Walk from street car. Further
W. HALLE & CO.'S, 425 Rich-
mond street.

SON HOUSE, SPRING-
to let or for sale; only licensed
lod livery in connection; will sell
desired; first-class investment;
purchaser; reason for selling, ill
W. A. WILSON, Springfield, Ont.
city.

TO BE LET—THAT
able and convenient brick cottage
of Waterloo street (90), with
at 479 Waterloo street. Apply
street.

TO LET—194 SYDEN-
est; good stable. Apply W. C.
street.

ED TO RENT.
HOUSE OR COTTAGE
by the first week in August or
September, for a family without
bathroom.—Box 1, this office.
82117

OR SALE.
1 INCH BASSWOOD,
dry, for immediate shipment.
Car. J. E. MURPHY, Hepworth

ER FOUNTAIN FOR
eam, Italian lemonade, the
ginger ale, candies, fruit,
also steamed bread at JOHN
mond street.

BETTER PUP FOR SALE;
lemon and white; good ped-
ness, G. N. W. Telegraph Co.
D1017

TYPE, INK, PRESSES,
all kinds; new outfits on
TO TYPE FOUNDRY, 44 Bay
and 88 Portage avenue. D1017



aws, planes and bits,
then he sharpened his

ttle ad. in the FREE
the work he could do.

ONAL.
D IN SIX WEEKS
mplet free—C. DES
x147v

URCH'S AUTO-
n Crescent, Toronto,
4717v

NDRAS, HEAD-
College School, will
July, August and
classes for ladies.
ess Building, this
on application as
1447f

AL.
NED—TOWNS,
and counties issuing
rchaser by applying to
St. Toronto, July

ALS.
D FOR CARE
ment. Address
Feb. x147v

BY SPECIAL
thographed.—Ap-
LITHOGRAPHING
147v

AND INVITA-
on most fashion
ON PRINTING &
ess Building, this
1447f

ENGRAVED
in neat style—
OGRAPHING CO.,
147v

GRAVED OR
styles.—LONDON
Co., Free Press
147v

UND.
D SEEN
Charlotte street,
lease return to
er trouble? if

TOLEN ON
day morning,
and Waterloo
h information
recovery, will

THE COLONIAL CONFERENCE.

Lord Rosebery Sends Greetings—Matters Discussed Yesterday.

Ottawa, Ont., July 3.—(Special.)—"I am anxious to express to you, as president, the sympathy and interest with which I am watching the proceedings of the conference, which should be of such happy augury for the future of the Empire." This was Lord Rosebery's greetings to Hon. Mr. Bowell, read at the Colonial Conference to-day. The Pacific cable scheme was discussed at the conference, introduced by Mr. Sutter, of New South Wales. Mr. Fleming read an able paper on the subject. Discussion will be resumed to-morrow. Visiting members will entertain members of the Government at a banquet next week.

The Hero of West Lambton.

Sarnia, Ont., July 2.—A demonstration in the form of a procession and speeches was held here to-night in honor of the newly-elected member to the Ontario Legislature, Mr. A. T. Gurd, of Petrolia. Speeches were made by the member and others.

SHIPPING.

Date. Steamships. Routed at. From. July 2.—Nebraska..... Glasgow..... New York
Maudslayi..... Rotterdam ..
"Sasle..... New York..... Bremen
Moravia..... Hamburg

REAL ESTATE.

GEO. PRITCHARD. Telephone 737.
BROKER.
REAL ESTATE handled.
STOCKS bought and sold.
INSURANCE written.
LOANS on realty
OFFICE, 436 RICHMOND ST. E.

PLANS OF PROPERTY SUPPLIED
on short notice. A correct plan necessary for sale is one of the best mediums to dispose of same.—Apply to LONDON PRINTING & LITHO. GRAPHING CO., Free Press Building, 147v

STRAYED.

COW STRAYED INTO PREMISES
of Charles Davis, Price street, London Township. Owner can have same by paying expenses and proving ownership. 147v

INSURANCE.

ALLIANCE ASSURANCE CO.,
Rt. Hon. Lord Rothschild, Chairman,
succeeding Royal Canadian Ins. Co.
Capital and reserve. \$4,000,000
PAULIARD & DANKS, General Agents,
Office, 436 Richmond St. Telephone 737.

UNITED FIRE INSURANCE CO.,
MANCHESTER, ENGLAND.
London & Lancashire Life Ass. Co.,
Head Office for Canada, Montreal,
London Accident & Guarantee Co.,
London Eng.

JOHN STEPHENSON, Agent,
Room 2, Albion Buildings,
DISTRICT AGENTS FOR
WESTERN ONTARIO.

LIVERPOOL & LONDON & GLOBE
INSURANCE CO.
Capital and Assets. - \$3,212,365.00.
EDWARD TOWSE, Agent,
Office—Over Bank of Commerce, London.
Telephone No. 507. Money to loan at lowest rates.

E. J. MACROBERT & BROTHER,
DISTRICT AND GENERAL AGENTS FOR
WESTERN ONTARIO.
English, American and Canadian Fire Companies represented. District managers Mutual Life Insurance Company, New York.
Office—Room A, Masonic Temple, London Ontario. x22517

MISCELLANEOUS.

FOR LUMBERMEN'S TENTS,
awnings, sails, send direct to the manufac-
turers J. J. TURNER & SON, Peterboro', Ont.
147v

CONSUMPTIVES, SEND YOUR AD-
DRESS and we will send you something
of great interest to you.—MEXICAN SPECIFIC
MEDICINE COMPANY, 256 Randolph street,
Detroit. 6217v

'SWEDISH MASSAGE'—MRS. RAY
GADSBY, 328 York street, graduate of
Walter's Park Sanitarium, Berks Co., Pa. Swedish
massage and electric treatment given. Re-
moval of facial blemishes a specialty. x22517

TO ALL OWNERS OF LAME
horses—A cure guaranteed or no charge.
Notice—My cure is permanent; if horses are
made any lame by my operation their full
value will be paid in cash. Contracted Feet,
Corus, Quarter Cranks, Thrush and all Lameness
of the Feet; 15 Years' Experience; Highest
Testimonials. Try R. Kennedy's Quickest
Healing Salve in the World. Wounds, scratches,
sore shoulders, cuts, burns, bruises and old sores
of the worst kind. Price 25 cents. Also try R.
Kennedy's famous Hoof Ointment, guaranteed
to grow a hoof quicker than anything in the
world. Price 25 cents. R. Kennedy, specialist
of horses' feet, Infirmary 114 North Beaconsfield
avenue, corner Cross street, Toronto, N. B.—
No charge for examining horses. Office hours,
8 to 10 a. m. 147v, t. n. s.

WHEN YOU GET TIRED EX-
PERIMENTING with others, place
your orders with the LONDON PRINTING &
LITHOGRAPHING CO., Free Press Building.
147v

EMBOSSED STATIONERY FOR
family or private correspondence. Mono-
grams, crests or attractive designs, got up by
special artists.—LONDON PRINTING & LITHO-
GRAPHING CO., Free Press Building, 147v

LITHOGRAPHING AND PRINT-
ING we supply in all lines the best work at
moderate prices.—LONDON PRINTING & LITHO-
GRAPHING CO., Free Press Building, 147v

AGENTS WANTED.

CANVASSER WANTED—OF GOOD
address; position permanent; Canadian
and American grown stock; advantages un-
equalled.—BROWN BROS. CO., Nurserymen,
Toronto, Ont. x22517v

ANY MAN OUT OF EMPLOYMENT
can earn splendid wages and secure per-
manent employment selling our hardy Canadian
grown nursery stock. Apply to E. O. GRAHAM,
Nurseryman, Toronto, Ont. 147v

\$3.00 A DAY SURE—SEND ME
your address and I will show you
how to make \$3.00 a day absolutely sure; I
furnish the work and teach you free; you work
in the locality where you live. Send me your
address and I will explain the business fully.
Remember, I guarantee a clear profit of \$3.00
for every day's work; absolutely sure. Don't
fail to write to-day. Address A. W. KNOWLES,
Windsor, Ont. x147v

LIVERY.

WM. TRIPP, HACK LIVERY,
boarding and sale stable, 623 Richmond
street. Finest hack horses and harness in the
city. First-class livery. Telephone 423. 147v

LILLEY'S LIVERY, NO. 619 DUN-
STABLE street, East London, Ont. Telephone
No. 669.

R. ARDIEL, LIVERY, 194 ALBERT
street. Stylish horses and rigs. Rates
reasonable. Telephone 689. Give me a call.
147v

AMERICAN HOUSE LIVERY, YORK
street. Nice and light livery. Express
trays. Special attention paid to boarding horses.
Telephone 512.—A. G. SROYAN, Proprietor.
147v

GENERAL CABLE NEWS.

IMPOSING CARNOT MEMORIAL SERVICES IN LONDON.

England's Expression of Sympathy with France—Emperor William Praised for Pardoning the French Spies—The Kaiser to Visit Dublin—A Steamer Ashore on the Scottish Coast.
London, July 2.—Prof. Deane of Oxford University, was found dead in his bed this morning, having died in the night of a apoplexy.
The Kaiser Going to Dublin.
The Dublin Freeman's Journal says the Emperor of Germany has promised to visit Dublin and inspect the Royal Dragoons.
A Steamer Ashore.
The steamer Venetia (Capt. Von Bassemits), from Stettin, June 23, for New York, is ashore on the island of Stromo, off the northern coast of Scotland.
Clemency Worthy of Imitation.
The Paris Petite Republique demands that the Government imitate the clemency of the Emperor of Germany and grant amnesty to political offenders now under arrest.
A Serious Conflagration.
Fire started at Budapest last evening, burned ten buildings and damaged 25 others, the total loss being 100,000 florins. Two policemen were killed and several firemen were injured by falling walls.
Victims of Old Sol's Power.
More than 500 persons were taken to the Paris hospitals yesterday as the result of sunstroke or injuries received in the vast crowds in the streets. Though some of the injuries were serious, no fatalities were recorded.
Not so Serious as Supposed.
The Daily News says that inquiry has elicited the fact that the cattle disease on the Canadian steamer at Liverpool is less serious than was supposed, and that a minute on the subject will be issued in a few days.
Thomas Gets Five Years.
The trial of Howell Thomas, solicitor for Col. Jacques, the American claimant of Townley estates, for obtaining money by fraudulent pretences was ended to-day by Thomas' conviction. He was sentenced five years imprisonment at hard labor.
Praise for the Kaiser.
The Berlin press is unanimous in praise of the Emperor's action in pardoning the French officers who were convicted of spying on the fortifications of Kiel. The Vossische Zeitung says the act of clemency will contribute much toward effecting reconciliation between France and Germany.
Prussia and the Vatican.
The Prussian Government has resumed negotiations with the Vatican in regard to the return of the proscribed religious orders to the kingdom. It is believed that the Prussian Government will be able to make arrangements justifying its consent to their return.
A Friend of Santo.
A despatch from Rome says that among the numerous persons arrested in connection with the murder of Giuseppe Bandi, the Leghorn editor, is a dangerous Italian anarchist, who was intimate with Santo, the murderer of President Carnot, with whom he corresponded regularly.
The Budget Bill.
The Budget Bill passed the committee stage this evening and was then recommended for consideration of the spirits duty clause. Messrs. Clancy and Redmond (Parnellites) led the opposition of the clause. The duty would affect Ireland, they said. The clause was finally repassed by a vote of 189 to 185.
England's Sympathy and Indignation.
The House of Lords to-day received a reply to the address to the Queen passed by that body on Tuesday last expressing sympathy and condolence with France and detestation of the act of the murderer of President Carnot. In the reply Her Majesty shares the sorrow and indignation expressed in the address and says:—"We shall convey to the Government of France an expression of our abhorrence of the detestable crime." A similar reply was received by the House of Commons.
In Memory of M. Carnot.
Cardinal Vaughan officiated at a memorial mass which was celebrated in the church of Notre Dame in Leicester Square this morning in honor and for the repose of the soul of President Carnot. Among the prominent people present were the Prince of Wales, the Duke of Connaught, the Duke of Saxe-Coburg, Archduke Franz Ferdinand, of Austria, the Czar-witch, Lord Rosebery, Lord Salisbury, the Duke of York, the Marquis of Ripon, Earl Spencer, Home Secretary Asquith, Sir Wm. Harcourt, Mr. John Morley, Prof. James Bryce, the Lord Mayor of London, United States Ambassador Bayard, Lieut. Commander Cowles, of the American Embassy, and the leading diplomatic representatives to the Court of St. James. The choir was composed of the principal artists of the Italian Opera Company. The ceremony was very impressive. After the services the public were admitted into the church to view the catafalque and thousands availed themselves of the privilege.

Fatal Disaster on the C. P. R.

St. John, N. B., July 2.—The C. P. R. Montreal express, due here at 7 o'clock to-day, is not expected before one or two o'clock. Officials in this city declare they know little about the accident. It is known, however, that all the cars except the sleeper went through the trestle work at Moosehead, forty-three miles from Brownsville, on the Atlantic division, about five o'clock this morning and that the following were killed:—Engineer Fred. Leavitt, Mail Clerk Starkie, F. Fass, station agent at Greenville; who was a passenger on the train, and a second-class passenger named Hoyt, from Fort Fairfield, and another second-class passenger, name is unknown, is missing and supposed to be under wrecked cars. The official cause of the accident is given as the work of train wreckers.

M. Burdeau is thought to have the best chance of winning the Presidency of the French Chamber of Deputies.

M. Burdeau is thought to have the best chance of winning the Presidency of the French Chamber of Deputies.

NEAR THE CRUCIAL POINT.

THE END OF THE RAILWAY STRIKE NOT FAR OFF.

An Injunction Issued Against the Strikers, Enjoining Them From Interfering With Business of Railroads in Chicago—Over 2,000 Deputies Sworn In to Enforce It.
Chicago, Ill., July 2.—The crucial point in the railroad strike will be reached in twenty-four hours from midnight. This is the opinion confidently expressed at the headquarters of the railroad managers at a late hour to-night. It is likewise the first expression emanating from the managers and since the commencement of hostilities with which the representatives of the strikers are in complete accord. Both elements are sanguine that the beginning of the end will be in sight before sundown Tuesday.
The day was more prolific of rumors and scares than of actual developments. A feeling of unrest and excitement pervaded every section of the community. The railroads were content to allow things to run along as they had on Saturday and Sunday, reserving for to-morrow the supreme effort to break the backbone of the strike. The Federal and county officials continue to swear in deputies and an army of over 2,000 men armed to the teeth and wearing the insignia of State authority is subject to orders to-night and will doubtless be brought into service to-morrow.
The striking railway employees within the jurisdiction of the United States court for this circuit are confronted to-night by the strong arm of the law in the shape of the most sweeping injunction that has ever been issued from a Federal Court under similar conditions. It was drawn by United States District Attorney Milchrist and issued by Judges Woods and Grosscup. The strikers are enjoined from interfering with or stopping any of the business of railroads in Chicago engaged as common carriers of passengers and freight between States and from interfering with mail, express or other trains, whether freight or passenger, engaged in inter-state commerce or destroying the property of any of the railroads; from entering their grounds for the purpose of stopping trains or interfering with property; from compelling or inducing by threats, persuasion or violence any of the employees of said roads to refuse or fail to perform any of their duties as employees of such road in connection with the interstate commerce of such railroads or the carrying of mails, passengers or freight, or attempting to induce by threats or intimidation any of the employees of such roads engaged in inter-state business or operation of mail trains to leave the service of such roads or preventing any persons from entering the service of such roads.
From now on the railway officials will adopt coercive measures, for the strike situation to-night is worse than at any previous time. By coercive measures the managers of the railroads mean that they will simply decline to do anything. They will not accept freight of any description, and with the withdrawal of passenger trains they will simply force the United States Government to interfere and afford them protection as soon as they can get train hands to take the places of the strikers. That the Managers' Association is out for blood is evidenced by the fact that they are in constant communication with eastern labor bureaus, and arrangements have been made, they say, for the importation of from 1,500 to 2,000 men daily for railroad work in Chicago.
The news from various roads in and about the city, as summed up by the general managers, who are in close telegraphic communication with all lines, is briefly as follows:—The Illinois Central and the Rock Island Road are in the worst straits. Riots have been general along both lines, with the principal battle ground at Blue Island. On the latter road some 500 deputy-marshals and deputy-sheriffs were simply powerless in the hands of 2,000 strikers and sympathizers. They were debarred this afternoon and forced to flee for their lives, and U. S. Marshal Arnold was severely pumiled and maltreated. None of the inhabitants will furnish food to the deputies, and there is a demand for troops of any description. The strikers have placed a car across the track and have no respect for the injunction granted to-day. Late to-night Marshal Arnold telegraphed to the United States Attorney-General for the 15th Infantry stationed at Fort Sheridan. All the night suburban trains of the Wisconsin Central and Chicago and Northern Pacific were abandoned. The Michigan Central is having serious trouble over the employment of new men, as the engineers and firemen refuse to work with them. No freight has been moved over the Chicago and Milwaukee & St. Paul to-day. Passenger trains have been moved on time, but the suburban service is delayed. The office force of the road has been discharged. All the passenger trains on the Baltimore & Ohio, with full equipment, went out on time, but three engines and cabooses were stalled at 21st street. The suburban and funeral trains on the Chicago & Grand Trunk have been abandoned. The Santa Fe is working its freight handlers in the yards under protection of United States marshals. No possible freight is received. The main trouble is in the west. The shops at Topeka have been shut up in anticipation of a strike. The Chicago and Calumet terminals are tied up and no attempt to operate is being made. Strikers have been stoning the Wabash trains out of the city and the road is not attempting to handle any freight. Trains are tied up at Decatur. There is trouble on Chicago and Eastern Illinois at Danville and the local suburban service is entirely useless.

THE END OF THE RAILWAY STRIKE NOT FAR OFF.

The day was more prolific of rumors and scares than of actual developments. A feeling of unrest and excitement pervaded every section of the community. The railroads were content to allow things to run along as they had on Saturday and Sunday, reserving for to-morrow the supreme effort to break the backbone of the strike. The Federal and county officials continue to swear in deputies and an army of over 2,000 men armed to the teeth and wearing the insignia of State authority is subject to orders to-night and will doubtless be brought into service to-morrow.

The striking railway employees within the jurisdiction of the United States court for this circuit are confronted to-night by the strong arm of the law in the shape of the most sweeping injunction that has ever been issued from a Federal Court under similar conditions.

From now on the railway officials will adopt coercive measures, for the strike situation to-night is worse than at any previous time. By coercive measures the managers of the railroads mean that they will simply decline to do anything. They will not accept freight of any description, and with the withdrawal of passenger trains they will simply force the United States Government to interfere and afford them protection as soon as they can get train hands to take the places of the strikers.

That the Managers' Association is out for blood is evidenced by the fact that they are in constant communication with eastern labor bureaus, and arrangements have been made, they say, for the importation of from 1,500 to 2,000 men daily for railroad work in Chicago.

The news from various roads in and about the city, as summed up by the general managers, who are in close telegraphic communication with all lines, is briefly as follows:—The Illinois Central and the Rock Island Road are in the worst straits. Riots have been general along both lines, with the principal battle ground at Blue Island. On the latter road some 500 deputy-marshals and deputy-sheriffs were simply powerless in the hands of 2,000 strikers and sympathizers. They were debarred this afternoon and forced to flee for their lives, and U. S. Marshal Arnold was severely pumiled and maltreated. None of the inhabitants will furnish food to the deputies, and there is a demand for troops of any description. The strikers have placed a car across the track and have no respect for the injunction granted to-day.

Late to-night Marshal Arnold telegraphed to the United States Attorney-General for the 15th Infantry stationed at Fort Sheridan.

All the night suburban trains of the Wisconsin Central and Chicago and Northern Pacific were abandoned. The Michigan Central is having serious trouble over the employment of new men, as the engineers and firemen refuse to work with them. No freight has been moved over the Chicago and Milwaukee & St. Paul to-day. Passenger trains have been moved on time, but the suburban service is delayed. The office force of the road has been discharged. All the passenger trains on the Baltimore & Ohio, with full equipment, went out on time, but three engines and cabooses were stalled at 21st street. The suburban and funeral trains on the Chicago & Grand Trunk have been abandoned. The Santa Fe is working its freight handlers in the yards under protection of United States marshals.

No possible freight is received. The main trouble is in the west.

The shops at Topeka have been shut up in anticipation of a strike. The Chicago and Calumet terminals are tied up and no attempt to operate is being made. Strikers have been stoning the Wabash trains out of the city and the road is not attempting to handle any freight. Trains are tied up at Decatur. There is trouble on Chicago and Eastern Illinois at Danville and the local suburban service is entirely useless.

THE GRAND TRUNK.

Port Huron, Mich., July 2.—Railroad business has practically stopped on the Grand Trunk, 500 cars being tied up in the tunnel yards. The local men have not yet joined the strike, but the Battle Creek walkout has paralyzed the road. The railroad company are not disposed to yield one iota. They have ordered the Block '1' car shop and locomotive shops closed indefinitely. Fifty freight handlers and a number of switchmen were laid off.

A DOMINION DAY DINNER.

A NOTABLE GATHERING IN OLD LONDON LAST EVENING.

Speeches by Sir Charles Tupper, the Marquis of Lorne, Gen. Laurier and Leonard Courtney, M. P.
London, July 2.—A dinner in honor of Dominion Day was given at the Westminster palace hotel this evening. Sir Chas. Tupper, High Commissioner of Canada, presided. One hundred and twenty persons were present, including Lords Lorne, Norton, Brassey and Swansea; Leonard H. Courtney, M.P.; Sir James Whitelock, M.P.; Sir E. J. Harland, M.P.; James Rankin, M.P.; A. D. Provand, M.P.; Col. C. E. N. Vincent, M.P., and Sir Saul Samuel, Agent-General in London for the colony of New South Wales.

In the absence of Leonard Blake, M.P., who was to have responded to the toast of "The Dominion of Canada," and of Sir Donald A. Smith, who was to have proposed "The Governors of the Dominion, Past and Present," the toasts were united and were proposed by Sir Charles Tupper in an optimistic speech. Sir Charles referred to the opening in a few weeks of the Sault Ste. Marie canal, giving Canada unbroken communication from the Straits of Belle Isle to Lake Superior. In alluding to the Behring Sea controversy, he said that a few years ago such a dispute would have been settled by a terrible war, but the two great English speaking nations had cordially accepted arbitration, and had carried into effect the award—a fact which showed that at no future date would war be waged between them. The fact that a peaceful settlement had been reached had deeply affected European powers, showing them that there was a higher and better arbitration than the sword. The conference under the shadow of the Crown in Ottawa was of the greatest importance. In conclusion he praised the Earl of Aberdeen for the manner in which he received the delegates to the conference, adding that the Earl of Jersey, the English delegate, was persona grata to both Australia and Canada.

The Marquis of Lorne, in responding to Sir Charles' toast, said that the Ottawa conference showed what a central position in the world's history Canada was destined to occupy. The Princess Louise and himself, he added, regarded the years they spent in Canada as the happiest in their lives.

General Laurier proposed the toast to Parliament. He lamented the fact that the Imperial Parliament was spending its time on local questions, and that the local Parliaments had to discuss the Imperial questions.

Leonard Courtney, who replied to General Laurier's toast, defended the Imperial Parliament. That body, he said, had shown wisdom in accepting Canada's Dominion scheme in 1877, and it might again show wisdom in accepting a scheme emanating from Ottawa.

Telegrams were read from the Earl of Aberdeen, the Earl of Derby, the Marquis of Lansdowne and the Marquis of Dufferin, expressing regret that they were unable to be present, and conveying their congratulations.

WILL BENEFIT CANADA.

United States Lumbermen Over the Free Lumber Prop.

Philadelphia, Pa., July 2.—The meeting of the Lumber Exchange held this afternoon to talk on the clause in the trade treaty placing lumber in a finished list, the free list. M. E. Burns, president of the exchange, read a number of prominent lumber dealers in the lake cities asking that the association by sending a delegation to protest or otherwise to protect the interest of the lakes. Mr. Burns said that the putting of half and whole lumber on the free list meant more than the extinction of the mills, and the transfer of the industry to Bay City, Buffalo and Toronto, Canada. At the present time the duty of \$1.50 on lumber dropped, and of \$2.50 on lumber on both sides. Every lumber present seemed to regard these duties as a blow struck at the lumber market of the United States.

George Elias, the big lumberman on the street, said that if he owned timber mills in Canada, he would welcome free lumber, but that as an American he had no use for it, and offered a preamble and resolution to the effect that the Buffalo Lumber Exchange was unalterably opposed to lumber being placed on the free list as detrimental to the interests of American labor. James Hurd, of Hurd Bros., said that the freight would not compensate for the taking off of the tariff. A letter was read from a Michigan Congressman, whose name was not mentioned, saying that the only result of putting lumber on the free list would be to give the planing mill industry of the United States to Canada, and throw thousands of our people out of employment. Donald Leslie followed, denouncing the free lumber business as an outrage on the American workman. Mr. Montgomery, of Holland, Gravel & Montgomery, said that if dressed lumber was placed on the free list it would be just so much money taken out of our pockets and given to the Canadians. After a long and animated discussion, Messrs. Elias, Hurd and Montgomery were appointed to draw up resolutions, to be forwarded to Washington, giving the sense of the meeting. The resolutions as drafted by the committee were unanimously adopted.

Is Mr. Dynes Disqualified?

Orangeville, July 3.—A report is current that William Dynes in Dufferin township, Mich., July 2.—Railroad postmaster of Granger post office, Dufferin Township, and as the disqualified section of Cap. 11, R. S. O., include persons accepting or holding any office, mission or employment in the service of the Dominion of Canada to which a salary or any fee, allowance or emolument in lieu of a salary from the crown is attached it would appear that Mr. Dynes is disqualified according to section 11 of the act.