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A Page Essay to Explain Our Position. "Here Are the Facts"-

CEYLON TEA By its incomparable value and delicious flavor has outstripped all cor petitors and built up an enormous public demand, unequalled in t annals of the tea trade. Our opponents are getting anxious and ne vous because the public are forsaking their goods for the purer ar better article, "Salada" Ceylon Tea.

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CITY Asked by the Company to Discourage the Practice.

Directors' Resolution Forwarded to the Mayor-Letter From Manager Keating—Cattle Market Site Discussed—The Arguments for and Against Removal—Business at the Mr. William Levack also spoke favoring the process of the cattle was growing. The objections to a scheme, said Mr. Crawford, came from from from the scheme, said Mr. Crawford remarked the in the Republic to the south of us." Concluding, Mr. Crawford remarked the cattle trade was growing, and in the would be a Kloadike for Toronto. Questioned by the Mayor as to what six would be sufficient.

Mr. F. Hunnisett followed, but he was not satisfied with the estimate of the for mer speaker. He held that 40 acres would not be any too much, and added that port packing establishments should be built be city in connection with the market. With this suggestion, His Worship did not agree.

Mr. William Levack also spoke favoring the control of the city in connection with the market. With this suggestion, His Worship did not agree. Against Removal-Business at the agree.

Mr. William Levack also spoke favor

Down at the City Hall yesterday the main topic of discussion was the unusual request of the Toronto Railway Company to keep the cyclists off the track allowances; owing to the danger said to be caused by the increased number of riders.

ances, owing to the danger said to be caused by the increased number of riders.

Directors' Resolution.

His Worship Mayor Shaw received the following resolution yesterday, passed at a recent meeting of the Toronto Railway Company's directors:

That, whereas it appears from the report of the Committee on Accident Claims that the increasing use of the railway portion of the roadway, and especially the use of the strip between the railway tracks by all persons who ride bicycles on the streets of the city is attended with great and increasing danger, the manager is hereby especially instructed to bring to the notice of the City Engineer and to the Mayor and City Council and also to the bicycle clubs the increasing list of accidents from the use of the riding of bicycles, and to solicit the authority of the city to discourage as much as possible the interference with the ordinary running of the cars by the riding of bicycles on the railway portion of the roadway, and especially to discourage the riding of bicycles on the strip between the railway tracks. And the company respectfully calls the immediate attention of the city to the greater danger at the present time on account of the bad state of repairs of the rack allowances.

Manager Keating's Letter.

Manager Keating's Letter. Manager Keating's Letter.
Accompanying the above resolution is a copy of a letter written to the City Engineer by Manager Keating, as follows:
While the company are willing to give fair and reasonable consideration to the privileges of all persons who ride of cycles on the streets, they complain that the provision embodied in the agreement with the city and in the act of incorporation—that cars shall have the right of way and that their operation shall of way and that their operation shall not be delayed or obstructed—has been constantly violated by some of the bicyclists, and it is thought that the city authorities should discourage as much as possible the riding of bicycles on the street railway portion of the roadway, and should forbid bicycle riding on the strip between the tracks.

and should forbid beyole riding on the strip between the tracks.

I understand that in some American cities ordinances have been passed making it an offence to ride blcycles on the strip between the street railway tracks, and subjecting any person offending to arrest and fine.

You will, I think, admit that it is presentable to suppose that the ordinance of the street and fine.

You will, I think, admit that it is unreasonable to suppose that the ordinary speed and operation of cars, which accommodate from 75,000 to 80,000 passengers daily, should be delayed or interfered with by persons who are constantly taking the risk of riding bicycles immediately in front of the cars, as well as on the strip between the tracks. as on the strip between the tracks.

The matter seems to be of such importance that I would respectfully suggest the advisability of your consulting with the legal department of the city, and that the Council should devise some way to regulate the speed and system of bicycle riding in streets in order to reduce the great and increasing danger arising from the use of the track duce the great and increasing danger arising from the use of the track allowance for this purpose. I shall be pleased to meet any committee that may be appointed for dealing with the matter in order to discuss the whole ques-

I may mention that instructions have been given to change the jets on the trolley sprinklers so as to water the por-tion of the track allowance lying between the street railway tracks in accordance with the agreement between the company and the city.

What Does the Agreement Say? With the letter is a request from the Board of Directors to have the matter brought before the Council at once to resbrought before the Council at once to lessen in some way the danger caused by the crowding of cyclists on the tracks.

The Mayor, on receipt of the letter, immediately conferred with the City Engineer and City Solicitor to find out if there was anything in the agreement to countenance such request on the part of the company.

In reference to the order to water the devil strip Street Commissioner Jones stated yesterday that the agreement states that the company shall only water that portion of the streets which the city directs.

of the streets which the city directs. Cattle Market Site.

Cattle Market Site.

Mr. Thomas Crawford, M.L.A., was the spokesman for a deputation that appeared before the Board of Control yesterday afternoon to back up the petition sent some time ago to enlarge the present cattle market site.

Mr. Crawford explained that the trade was growing, and the growth had exceeded ed expectations. The best evidence was a statement of the receipts. In 1887 the receipts were \$900, in 1888 they increased to \$1010, while in 1898 the fees sold for \$25,000. The year 1896 was a critical time with the trade. A bylaw was submitted to raise money to enlarge the site, but influences were at work, and the yote was Against granting the money. This year, said Mr. Crawford, comes another crisis, more land must be got. The speaker then gave the Council credit, for heeping pace with the growth of trade. He then turned to the sentites were at two trades. He then turned to the sentites were at two trades. He then turned to the sentites were at two trades. He then turned to the sentites were at two trades. Scorchers on the new bicycle track on the light of the sentites who ride two

The best way to serve the interests of the trade is to do something quickly, and secure at a reasonable price a good site. At the present time property is cheap. The money spent for a new site would be the

More Building.

The Wabash Railroad

sequently cancelled.

Considerable Revival in Canadia

Mineral Investments-One Day's Sales.

MINING STOCKS.

The revival in Canadian mining stocks, ed by the remarkable advance in War Cagle continues. War Eagle sold up to 200% yesterday, and the activity in Iron Mask and Monte Cristo keeps up. Yesterday afternoon 2000 shares of Monte Cristo sold at 32c, and 32c was bid for 2000 more. Following are the closing quotations on the

	Toronto Mining Exchange:
	Pannackhaun
THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN THE PERSON NAMED IN TH	Hammond Reef 23½
ON TEA	Hiawatha 32
ON LEA	Princess 15
icious flavor has outstripped all com-	Saw Bill 35
	Cariboo 4 55
s public demand, unequalled in the	Minnehaha 161/2
nents are getting anxious and ner-	Cariboo Hydraulic
	Tin Horn 15
ing their goods for the purer and	Smuggler 14
	Winghester 15
ea.	Golden Cache 60
ts Only-never in Bulk.	Kelley Creek 6
	Athabasca 80
25c, 30c, 40c, 50c, 60c.	Dellie 13
***********	Noble Five 181/2
	Reco1.50
well expended. The objections to he	Slocan-Cariboo 10
scheme, said Mr. Crawford, came from	Two Friends 18
property-holders near by. "We want an	Wonderful Group 8
Ideal market like those in some of the cities	Channe
in the Republic to the south of us." .	Van Anda 6
Concluding, Mr. Crawford remarked that	Big Three 8
	Colonna
the cattle trade was growing, and in time	Commander 14
would be a Klondike for Toronto.	Deer Park 13/9
Questioned by the Mayor as to what size	Evening Star 7
would suit the requirements for the pra-	Good Hope
sent, Mr. Crawford replied that about 20	Grand Prize 2
acres would be sufficient.	Iron Colt 14
Mr. F. Hunnisett followed, but he was	Iron Mask 54
not satisfied with the estimate of the for-	Josie 281/2
	Juliet 11
mer speaker. He held that 40 acres would	Jumbo 50
inde be and too mach, and and the	Llly May 22
_ packing establishments should be built by	Montreal Red Mountain
the city in connection with the market.	Monte Cristo 35
With this suggestion His Worship did not	Northern Belle 5
e agree.	Poorman 10½
Mr. William Levack also spoke favoring	DL. Faul
the removal.	Silver Bell 2½
e Against the Change.	Virginia
Mr. Blackwell of Park, Blackwell &	
y Co. opposed the scheme.	War Eagle Con
Next Mr. G. G. S. Lindsey was heard,	West Le Roi-Josie 10
be stated that he had been my	White Bear
tained by a number of the property own-	Waneta Trail Cr
ers in the vicinity of the present site to	E. M. Syndicate
oppose the change, and asked for time	Gold Hills
to bring a deputation before the board.	Rossland Dev 4
Finally the Mayor set apart a special	Ontario G. F
y meeting to be held on Tuesday, June 21,	Western Canadian 10
when both sides will be heard. With this	Can. G. F 71/2
arrangement the deputation withdrew,	
600 100 000 000 100 000 000 000 000 0	Sales: Deer Park, 100, 500 at 13; Sm
Brewers' Water Rate.	ler, 100 at 14½, 100 at 14; White Bear,

B. C. Gold Fleids 6 44/2

B. M. Syndicate 5

Gold Hills 10

Jublee Dev. 10

Rossland Dev 4

Ontario G. F. 5

Western Canadian 10

Can. G. F. 71/2

Sales: Deer Park, 100, 500 at 13; Smugler, 100 at 14/2, 100 at 14; White Bear, 200, 1000 at 10; Monte Cristo, 1000, 300, 500, 500, 500, 1000 at 32, 200 at 33/2; Iron Mask, 300

500, 1000 at 32, 200 at 33/2; Iron Mask, 300, 300, 800 at 41/2; Hiawatha, 300, 200 at 30; Jublee, 2000 at 84/2; Slocan-Carlboo, 250, 1000, 600, 100 at 10; Gold Hills, 200, 500, 1200 at 10/4; Carlboo (McKinney), 100 at 53; Big Three, 1000, 5000 at 7. arrangement the deputation withdrew.

Brewers' Water Rate.

The request of the brewers and maltsters to be put on the same footing as manufacturers, so as to have their water rates reduced from 12 cents to five, was laid over until the next meeting. His Worship expressed himself as being favorable to granting the reduction.

The City Engineer wrote notifying the board that he had promoted Engineer Skippon to the position made vacant by the resignation of Engineer Knoff at the pumping station. After the letter had been read Controller Burns remarked: "This is a thing we ought to took into, as I believe the appointment is only in the power of the board."

at \$16 per foot. Water is to be supplied at manufacturers' rates.

The assessment department has arranged with the superintendent of the Consumers' Ga's Company by which the company's assessment will be increased from \$500,000 to \$600,000. This was done after a readjustment of values. Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cock's Cotton Root Compound. Take no other as all Mixtures, pills and imitations are dangerous. Price, No. 1, 51 per box; No. 2, 10 degrees stronger, 38 per box. No. 1 or 2, mailed on receipt of price and two 8-cent stamps. The Cock Company Windsor, Ont. 23 Nos. 1 and 2 soid and recommended by all responsible Druggists in Canada.

Permits were issued yesterday as follows: To G. W. Gouinlock, for five storey and basement brick restaurant, on the west Sold in Toronto by all wholesale and re

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Our cars arrive from Jackson's Point Lake Simcoe, every day, with the finest quality of ice, which is consumed in this city. Analysis shows that ice from this point is absolutely pure. The superior system and favorable conditions of our delivery assure to our patrons and the public a regular and efficient service

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keeping pace with the growth of trade.

He then turned to the sanitary condition of the market. After a storm, said he, anyone who walks on the planks will find that many of them are fairly sailing. Continuing the speaker said:

WATHING TO CHAILS.

Scorchers on the new bicycle track on the Island and those who ride two abreast, thereby endangering the lives of sensible riders, have got to be put on sensib SUBMINITED HAL Simcoe Ice—1 cent extra for each additional 5 lbs.

We handle Lake Simcoe Ice ONLY, our entire stock being cut and stored at Belle Ewart, Lake Simcoe. At this point the water is known to be absolutely pure. Order now from the

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at 10c and bonus of 100 shares for every 200 bought until the 15th is just about as good an investment as if you had your money in the Bauk of England. The money goes to the mine to make it a shipper. My tip is free. Buy now from ROBERT DIXON, 37 Yonge-street, Toronto. Member Toronto Mining Exchange. Phone 14.

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CHANGE OF TIME. SUNDAY, JUNE 5TH. Montreal Express, formerly due to leave Toronto at 9 p.m. daily, will leave at 9.35 Toronto at 9 p.m. dally, will leave at 9.35 p.m. dally.

The train due to leave Toronto at 7.30 a.m. dally, except Sunday, for London, Detroit and Chicago, will hereafter run daily, Sunday included,

The train which heretofore left Toronto at 4 p.m. daily for London, Detroit and Chicago, will in future run to London only daily, except Sunday.

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The Chicago Express will hereafter leave Toronto at 8.10 p.m. daily, except Sunday.

The Sunday and Sunday.

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