

4 O'clock

EDITION.

VOL. XXX., NO. 109.

270 to 228!

Straight Party Vote on the Home Rule Question.

The Government Sustained by 42 Majority.

Agitators Are Stirring Up the Antis in Ulster.

Arrival of the Queen and Party at Buckingham Palace.

Farewell to a Venerable London Landmark—A War Vessel Holds the Tricolor on the Isle of Desolation.

The Queen's Movements.

LONDON, Feb. 27.—Queen Victoria and her daughters, the German Empress Dowager and the Princess Beatrice, have arrived at Buckingham Palace, where Her Majesty is preparing to hold court tomorrow.

Nothing in It.

LONDON, Feb. 27.—The Viscount d'Arlon, Brazilian Minister to Great Britain, stated that the agitation in the Brazilian Province of Rio Grande do Sul is purely a local affair, and carries no menace of serious consequences to the general peace of the Brazilian Republic.

The Isle of Desolation.

PARIS, Feb. 27.—The Temps states that a French vessel of war has taken possession of Kerguelen (otherwise known as the Isle of Desolation) in the Indian Ocean, which was discovered by the French navigator Kerguelen in 1772. The island is said to have been of coal.

Bomb-Makers Captured.

ROME, Feb. 27.—The police today surprised 26 anarchists at work in a bomb factory on the outskirts of the city. All the men were arrested and a large quantity of explosives were seized. The police here believe they have the persons responsible for most of the explosions of the past year.

Ferry Urges Conciliation.

PARIS, Feb. 24.—Julius Ferry assumed the presidency of the Senate today. He urged the necessity of a policy of conciliation, and said with emphasis that he would never be an instrument of discord. The Republic, he said, should be open to all. Mr. Ferry's address was received with approval.

Farewell to a London Landmark.

LONDON, Feb. 27.—Lamb's buildings, adjoining the Temple Church and Hare Court, are to be torn down next June. The buildings date from James I., and some even from Queen Elizabeth. New buildings are to open Middle Temple Lane, and command a threefold rent. Lovers of the picturesque regret that such a thing should be contemplated, as the Society of the Inner Temple is wealthy.

Rebuked the Admiral.

LONDON, Feb. 27.—A sensation has been caused in naval circles by the non-concurrence of the Lords of the Admiralty in the acquittal of Vice-Admiral Fairfax, of the British Mediterranean Squadron, and of Commodore David L. Dickson and Capt. A. P. Hastings, of the ironclad battleship Howe, of the same squadron, which stranded on Nov. 2, 1892, at the entrance of Ferrol Harbor, Spain. The Lords of the Admiralty attribute the disaster to unskillful management on the part of the three above-named officers, and to neglect of the directions given in regard to currents and neglecting to take bearings at a time and in a situation where it was an obvious duty to do so. The minute is regarded as a severe rebuke for Vice-Admiral Fairfax, who holds the rank of C. B. and is highly esteemed in the navy and social circles.

The Circumference Election.

LONDON, Feb. 27.—Great interest was felt in the circumference election on account of its being held after the Irish Home Rule Bill had been fully launched. Mr. H. L. W. Lawson declared himself in favor of the Irish home rule and drew attention to the fact that Mr. Gladstone's Government proposed to devote special attention to the interests of rural poor, and to create parish or district councils, and give the laborer access to the land on fair terms and fair rent. The liquor-dealing interest made vigorous efforts in support of Col. Chester Master, the Conservative candidate, who was also sustained by all the influence the landed gentry could bring to bear. The victory is therefore regarded with great satisfaction by the Liberals, as showing that the agriculturalists of the west of England are true to Mr. Gladstone and his policy. Col. Master's majority at the general election was 3; a recent gave each candidate the same vote, and in the new election the Gladstonian had 242 majority.

Howling Against Home Rule.

LONDON, Feb. 27.—Lord Dunraven addressed a Unionist meeting in Ulverston this evening on the subject of Mr. Gladstone's Home Rule Bill. Should the bill ever go into operation, he said, social and commercial anarchy would reign supreme in Ireland. British capital would be driven from the country as fast as the owners could extricate it from business; the country would be bankrupt and would hang a dead weight upon the Imperial Parliament.

In Belfast this evening, Sir Daniel Dixon, Lord mayor, presided at a meeting of Ulster Unionists and spoke at length against the Home Rule Bill. He stated that between Feb. 13, the day on which Mr. Gladstone introduced the bill, and Feb. 25, the total decline of Irish railway stocks and other securities had been £20,845,750. A resolution denouncing the plan to give Ireland a separate Legislature was adopted.

Gladstone Again Sustained.

LONDON, Feb. 27.—In the House of Commons today Mr. Wm. G. Cavenish-Bentley (Conservative) member for Penryn, Falmouth and Fushing, asked whether the attention of the Admiralty had been called to a recent celebration in New York, at which the flag of a steamship that had been built and subsidized as a Queen's cruiser

had been changed and the flag of the United States hoisted in its stead. He also wanted to know whether the Admiralty would henceforth prevent such a proceeding.

Mr. Hon. Sir U. Kay-Shuttleworth, secretary to the Admiralty, replied that there was nothing to prevent the transfer of a British mercantile cruiser to a foreign country after the period for which a subsidy had been granted had lapsed.

Mr. Gladstone made a motion that on Tuesday and Fridays the House meet at 2 o'clock in the afternoon and that Government business, especially the second reading of the Home Rule Bill, have precedence over all other business.

Mr. Henry Seton-Carr (Conservative) member for St. Helens, moved that Mr. Gladstone's proposal be rejected. He accused the Liberal leader of scheming to rush business through. The Government, he said, had already monopolized the whole time of the House, thus preventing the members from introducing bills. Such a course, Mr. Seton-Carr held, was a wanton outrage on the rights of the members.

Mr. Gladstone's proposal was carried by a majority of 42, the vote standing 270 in favor to 228 against it.

Arms and Ammunition for Brazil.

BERLIN, Feb. 28.—The Brazilian Government has ordered 70,000 small caliber rifles, and 35,000,000 cartridges from the Loewes, small arms manufacturers in this city.

To Visit the Dynamiters.

LONDON, Feb. 28.—Home Secretary Asquith has granted permission to John Redmond, to visit the Irish dynamiters, Daly and Wilson, in Portland prison.

MUTILATING A STATE.

Maryland Endeavoring to Carve a Zig Slice Off West Virginia.

GRAFTON, W. Va., Feb. 27.—Considerable excitement has been caused through the eastern part of this State by a statement of the conditions of the suit brought by the State of Maryland against the State of West Virginia. Maryland seeks to recover the entire territory lying between the north and south branches of the Potomac River. Six large counties, with a population of nearly 100,000, are involved, and in addition, if Maryland wins the suit, five other West Virginia counties will be cut off from the rest of the State. The State has appropriated a large amount of money to fight the case.

PERISHED IN THE WATERS.

A Rise in the Danube Entails Great Loss of Life.

VIENNA, Feb. 28.—Owing to a sudden rise in the Danube, the 1,000 inhabitants of Gergely, 60 miles south of Buda, found the mud huts in which they lived surrounded by water. The frail dwellings gradually yielded before the furious current, and the people took refuge in the church buildings. The people lead by their pastor fled to the church for safety, and mothers and children clung to the altar beseeching the intercession of saints. The swelling waters began to beat against the church and school building with fury. Opening the doors they started out into the flood. Fathers and mothers carried their children and the sick and feeble were helped along by those who were stronger. One mother with five children sank in the waters and perished. Many others were drowned in the flood and the survivors reached Paks in a most deplorable condition. Nothing can be done toward recovering the bodies of those who have perished until the river retires.

UNREPENTANT RIPPI

Thinks All Men Like John Mackay Ought to be Shot.

SAN FRANCISCO, Feb. 27.—John W. Mackay, the bonanza king, continues to improve. Wesley C. Rippi, the old man who shot him, is sinking rapidly. When he was seen today he said he was sorry that he had not made a good job of the shooting. He added: "I am an old man 74 years of age, and I know perfectly well what I was about when I fired that shot. At one time I had over \$200,000, but the combination of Fair, Flood and Mackay caused me to lose it after it was invested in stocks. The loss changed my whole life. Instead of the hopeful, energetic man I once was I became a misanthrope, avoided the society of my fellow-men and became a stranded hulk in Pauper Alley. I may be wrong, but I think all rich men like Mackay should be killed. I would do the same thing over again, but the next time with better success I hope."

En Route to Washington.

BLOOMINGTON, Ill., Feb. 27.—Vice-President Eliot Stevenson and party left for Washington today. A large crowd cheered him as he train departed.

Big Blaze in New York.

NEW YORK, Feb. 28.—This morning fire broke out in the Munro publishing establishment, an eight-story brick building at 22 Vandewater street. The damage will reach \$100,000.

The Fire Record.

RICHMOND, Va., Feb. 27.—A special from Fochontas, Va., says a fire that broke out at midnight has destroyed an entire block of twenty houses, stores and dwellings. The lodge rooms of the Red Men, Knights of Pythias and Royal Arcanum, together with their contents, were also burned. Loss about \$100,000; partially insured.

Among the more recent industrial applications of Portland cement is its substitution for rubber and asbestos preparations in the packing of steam joints, the fact appearing from extensive practical trials, especially in Germany, that such packing is quite as efficient as those which have hitherto been relied upon, while its cost is much below the latter. In practice, the cement is made into a paste with water and spread in a layer from one-half to one-half inch thick over the surface of the metal, and the plate or cover to be fixed is now placed in position, and the screws simultaneously screwed down very slowly. After the layer has been compressed to about one-eighth of an inch in thickness, the screwing is suspended, and the cement is allowed to harden for four hours; the screws are then turned further and the edges plastered again with cement. The joint is completed in about eight hours after the making of the cement.

No more numerous pills required? Eschsch's Liver Laxative is pleasant to take and better than pills.

Our Ottawa Special

South Middlesex Nomination to Take Place March 15.

Still More Petitions for Tariff Reduction.

The Franchise-Revision Bill at Length Brought Down.

It Creates Widespread Disappointment—Most of the Old Objectionable Features Retained—The Budget Debate Resumed—Probability of a Vote on Wednesday Morning.

(Specially reported for the ADVERTISER by our editorial representative at the Capital.)

OTTAWA, Feb. 27.—After a long delay, the Government to-day issued the writ for the new election in South Middlesex and Sir John Thompson, in reply to Mr. Laurier, told the House this afternoon that nomination will be on March 15. He said nothing about polling day; but, of course, it will be a week later, if Mr. Boston is opposed.

Still the petitions for tariff reduction come in. To-day Mr. Davin presented six of these, praying for the abolition of taxes on binder twine, coal oil, fence wire and other necessities for farmers. These were from farmers in the Northwest Territories and Mr. Marr (British Columbia) presented a couple from British Columbia.

The long-delayed and much-boasted bill for the revision of the Dominion Franchise Act was brought down by Minister Costigan this afternoon. It caused a widespread feeling of disappointment on both sides of the House. It does not touch the inequalities or the cumbersome and expensive provisions of the bill now in force. The new measure provides for a revision of the lists next summer, on lines simplified after a thorough revision of the existing laws. The number of lists to be issued will be reduced and the list will be revised by the officer taking the original list and scoring out names that should be cut off. Then he must make up and post for inspection a written list of new names to be added. This, Mr. Costigan said, will have the first printing of a supplementary list.

"Will he do all this," asked Mr. Davies, "of his own mere motion?" "It is his duty to do so now," said Mr. Costigan. "It may be," retorted Mr. Davies, "but he does not do it in my constituency." Mr. Costigan further explained that in future revisions a man may make a declaration to the revising officer and state the grounds upon which he should be on the list. But a man cannot make a declaration for a neighbor unless that neighbor is absent from the constituency. No change is made in the duties of the revising officer, except such as are necessitated by the redistribution of seats. Another change provides that the date for receiving names shall be changed back to Aug. 1 from Aug. 15. The former was the date fixed in the original bill. This was natural after all the opposition to the Franchise Act.

Mr. Laurier rose and voiced the sense of disappointment which he was sure would prevail because of the measure. Last session the Secretary of State promised that the revising officer at all times put on by the Government would take place, but only a change or two in details was made. The measure will remain as bad as it is to-day. Mr. Davies pointed out the loss of time and money to which Canadians were subjected by the Franchise Act. In his country, the revising officer has never put on any names at all unless put on by declaration. Taking an ordinary city or town where hundreds of persons move every year, and the list is only revised at long intervals, the trouble incident to striking off and putting on names is simply enormous to candidates on both sides. All the work should be done by the officers of the law.

Hon. D. Mills claimed that the fairest and most equitable method of compiling the lists was to go back to the system of compiling the lists by municipal officers, as had been done without any complaint for the first eighteen years of Confederation. No compilation of the lists will ever be satisfactory to the people until the compilation of the lists is put in the hands of an authority separate from the reviser. Neither in Britain nor in the United States are the lists compiled and revised by the same person. It is in the interests of both parties to have the lists compiled by an authority in which all shall have confidence. Under this bill that cannot be.

Mr. Casey complained of the great expense of looking after the lists in every constituency for which the bill provides no remedy. It also continues the system by means of which hundreds of young men will be disfranchised at every election, while hundreds who have moved out or died are left on the lists, affording a premium for perjury.

Mr. Welsh called attention to the fact that it had been reported that the Government had extended the time given to the Chicago Ship Railway Company beyond the time stipulated by Parliament. He stated that Prince Edward Island said he had no faith that the railway would ever pay, and he warned the Government that it would injure British credit to back up such schemes as dead meat companies and wild cat projects of this kind. Why, he asked, has not the list of shareholders been laid on the table, as promised by the Minister of Finance? I do not believe a single ship-owner endorses the scheme, added the captain, with emphasis.

Mr. Foster's reply was that the Government had not extended the time, but it had passed an order in council promising to recommend Parliament to do so if the company raised the necessary money to finish the job. Mr. Davies vigorously protested

that the Government should not endorse doubtful projects if it wished to save the credit of Canada and promote the legitimate development of our boundless resources. Mr. Dickey vigorously supported the scheme, extension of time, bonus and all. Mr. Welsh asked him if he was speaking now as an M. P. or as a solicitor for the company.

Mr. Dickey did not reply. I understand he is solicitor for the company, and what is equally significant—he, as well, like Sir Charles Tupper, represents the county through which this \$3,500,000 railway passes. Mr. Edgar rightly pointed out that it was all an experiment, and that this policy injured the Maritime Provinces. He asked if the shareholders had met and approved of the new issue of bonds. Mr. Foster confessed he had no knowledge on the subject and the matter then dropped.

In a very thin House Messrs. Cameron (Inverness), Gillies (Cape Breton) on the Conservative side, and Messrs. Christie (Argenteuil) and Flint (Yarmouth) for the Liberals, discussed the budget. Nothing very new was elicited, the points discussed being mainly whether or not the high tax policy injured the Maritime Provinces. Mr. Chesley (Conservative member for St. John) in a short maiden speech made light of the demands of Ontario farmers for tax reduction. He had almost reached the conclusion that Canada was the whole earth, and that nobody but the down-trodden farmers of Ontario existed on it. He had looked at Ontario farms and could see no lack of prosperity in the Province. Ontario farmers should not be so selfish. Mr. Chesley caused loud applause on the Liberal side when he contradicted Minister Foster and asserted that the recent United States elections were an indication that the American farmers, having to sell their products in competition with the world, had determined to have the necessities of life at the world's prices. Mr. Gillmor (New Brunswick): "The same way with farmers here." At 12:20 a.m. Mr. Perry (Prince Edward Island) moved adjournment of the debate and the House adjourned.

The debate has now lasted two weeks. To-morrow night Mr. Laurier and Sir John Thompson will speak, and a vote will be reached early on Wednesday morning. Then Mr. McCarthy will move in favor of reducing the duties on British goods 10 per cent.

OTTAWA, Feb. 28.—The standing orders committee to-day endorsed Mr. Davins bill for the incorporation of the Catholic Mutual Benevolent Association.

The application of Toronto, Hamilton and Buffalo Railway Company was left over, a petition not having been received from Brantford.

Rev. Dr. Burns, Hamilton, will be one of the speakers at St. Patrick's Day banquet on March 17.

Mr. Tarte is one of the busiest men in Parliament. To-day I found him pouring over a pile of documents. "You see," he explained, "I want to get at work to arraign the Government before Sir John Thompson slips away to Paris on March 10, as I am determined to force him to defend his course on the Manitoba school question. I have some facts to lay before the House that will prove of more than ordinary interest in regard to Sir John Thompson's public and private promises. He is committed to a policy that has only been partially disclosed. Before I get through you will see it in a light not yet revealed." Mr. Tarte will make his arraignment on Monday next, and I understand will speak in English.

Notes.

Mr. Rider (Stansfeld) will move that all fertilizer not now manufactured in Canada be placed on the free list.

In the Senate Hon. Mr. Almon has given notice of motion that in future Thanksgiving Day be celebrated on Sunday.

It is expected that unless the Manitoba school discussion shall have been had before Sir John Thompson's departure for Paris the Government's course will be entrusted to Hon. Mr. Olinde.

Dr. Landier asked what price the Government paid per bushel for the two-rowed barley, and from whom it was purchased. "The barley cost \$3 per quarter," replied Mr. Foster, "and it was bought from Jas. Carter & Co., London."

Mr. Casey (Elgin) has put a motion on paper to discover, if possible, what were the instructions given to census enumerators in 1891 as to the definition of a factory and manufacturing industry, and also to find out the number of legitimate factories in each city and incorporated town, and also in the whole Dominion.

Mr. Campbell (Kent) will ask the Government what sum has been spent by the Government in promoting the cultivation of two-rowed barley? What sum has been spent in promoting the cultivation of Ludoga wheat? What was the result of the milling test made at Toronto a few months ago as to the merits of Ludoga wheat.

Albert Gringard, Department of the Interior, is alleged to have invented a system of lithography, whereby a perfectly formed picture, embracing from fifteen to eighteen colors, can be produced from one block in the whole Dominion.

Mr. Sproule moved "that it is expedient to reimpose the import duty on pine and spruce logs." He talked over an hour on his favorite theme, adducing as an additional reason why the tax should be put on that conveyance of logs across the lakes frightened the fish away. Col. O'Brien (Monkoka) at 6 o'clock said he would oppose the motion and the debate was adjourned.

Our Early Morning Edition

Our Early Morning Edition contains all the freshest telegraphic news—including the most compact and readable summary of Ottawa doings that goes out from the Dominion Capital. All the news for Two CENTS!

Will They Leave?

Conflicting Orders Issued by the M. C. R.

They Stop the Passenger Business But Continue the Freight.

Conference Between the Company and the Syndicate Arranged.

The M. C. R. May Handle Local Freight—What the Syndicate Says—How the Withdrawal Would Affect the City.

The announcement that the M. C. R. authorities had stated their intention of withdrawing from the city and dismissing local employees, which was exclusively published in last evening's ADVERTISER, has been an absorbing topic of discussion on the streets and in the mercantile community of the city. The following circular was distributed among the merchants:

All Merchants and Shippers: Please note that on and after March 1, 1893, the Michigan Central Railroad Company will discontinue receiving business from or to London. It is expected that arrangements will be made with the lessees of the London and Port Stanley Railway, which will enable you to ship and receive freight via St. Thomas, or about the same terms as heretofore. Yours truly, ALEX. STUART, Agent.

Instructions were issued all along the road to the same effect.

WHAT ARE THE REASONS? A great deal of speculation was naturally rife as to the reasons for the action taken by the road. One was that the M. C. R. was in some way behind the present lease. This is absolutely denied by the lessees, and the fact that there were negotiations between the two as to running powers shows that there is no secret understanding. The statement most generally accepted was that the negotiations have been unsatisfactory to the M. C. R. "The demands of the syndicate have not been acceptable to the company," said an M. C. R. official yesterday. "They laid down their terms in a manner that did not suit the Michigan Central, which will not be dictated to by a small corporation. Besides, our company felt that the G. T. R. were being unduly favored by the lessees. They secured privileges which the M. C. R. considered unfair, and the road has shown its independence by promptly withdrawing. No, there is no bluff about it. The company would not go to the extreme measures of closing the road, but it was a permanent move."

Many thought that the London division was not a profitable one, and that the M. C. R. had determined to abandon it if they did not get a reduction in the rate for running power. At present they pay the G. T. R. \$6 a train, which, at six a day, amounts to about \$11,000 a year. Rent and taxes amount to \$4,000. The expenses of the freight department, including salaries, are \$10,000, and the teaming, wages of trainmen and incidentals amount to another \$10,000, making in round numbers \$35,000 a year.

WHAT WILL THEY DO WITH IT? Should the M. C. R. withdraw, the London and Southeastern Railway Company—practically the city—would be left in a peculiar position. Most people know that this company was organized a few years ago for the purpose of building an independent line (many citizens deploring competition, which the fact of the L. and P. S. R. being in the G. T. R.'s hands, precluded). But the Grand Trunk Railway, having conceded running powers to the M. C. R., the London and Southeastern Company were satisfied to abandon their original intention and to offer inducements to the M. C. R. to enter the city. These inducements took the form of a right of way and terminal facilities. The London and Southeastern Company thereupon received a bonus of \$75,000 from the City Council, and with it built the present M. C. R. station, round-house and freight shed, at a cost of \$70,575 67, the balance, \$4,121 33, being returned to the city. The M. C. R. has paid a yearly rental of \$3,000 to the company since its advent in the spring of 1887, and this rental is handed over regularly to the city treasurer.

What would become of the station, round-house and freight shed and other property owned by the city and used by the M. C. R.? That is a question which would worry the Council and the London and Southeastern Railway Company when there is no more running power. It would be practically \$75,000 worth of property lying idle on the city's hands unless tenants can be found—and the buildings are suitable for nothing but railway purposes. Many thought that the withdrawal of the M. C. R. would solve the problem of terminating facilities for the London and Port Stanley Railroad, because the lessees of the latter could then run their trains into the present M. C. R. station and occupy the other premises. The lessees have already made an agreement whereby the G. T. R. depot becomes the terminus of the L. and P. S. R. trains. Tickets are to be sold and baggage checked there. The lessees have also been given the use of the G. T. R. roundhouse. This arrangement is only temporary, however, and can be terminated at any moment—so a representative of the syndicate informs the ADVERTISER. It would remain for the lessee to say whether they will continue it or use the M. C. R. station and properties, should the latter withdraw. The latter course would apparently be the most advantageous to the city if the syndicate would pay a reasonable rental. It would do away with the necessity and cost of building a new station and save the civic coffers \$3,000 a year reduction in the lease rental which was made conditional upon a new station having to be built.

OPINIONS AT OTTAWA: "I interviewed Mr. Ivey, solicitor of the London and Port Stanley syndicate this evening," telegraphs the ADVERTISER's special Ottawa correspondent. "He told me that up till that moment the new lessees had had no offer for running powers over the line. 'The syndicate,' said Mr. Ivey, 'are most anxious to have the Michigan Central continue to run trains to London. They are ready to continue the running powers to the M. C. R. at the present rate and to co-operate with the company in increasing its business interests. Since I came here, not having heard

Thousands of families keep it always in their homes,

TOLU, TAR

—AND—

TAMARACK.

A Wonderful Medicine for COUGHS AND COLDS. Price, 25c.

from the M. C. R., I have written to that company expressing the desire of my clients to make immediate arrangements with it for the continuance of its service. I have not as yet had a reply."

"When I showed Mayor Eassey a special dispatch from the ADVERTISER to-night announcing the withdrawal of the M. C. R., he said: 'This is the first I have heard of any trouble. It is a serious matter, and will have to be attended to at once.'"

"I learn that the Michigan Central authorities have been telegraphed to, but up till midnight no answer had been received."

A SYNDICATE MEMBER TALKS. "The Michigan Central withdrawing will not affect us in any way, though we should be glad to have maintained relations with them," said a member of the syndicate in the city last night. "As for the rumors you mention, they are not behind our people, any more than Mr. John Smith, of Kemba, or any other place."

When told that many people were of the impression that the many developments would result in a tie-up on Wednesday, he told the reporter to set their minds easy on that score, for even if the rolling stock did not materialize within that time they would run a train out anyway. The withdrawal of the Michigan Central would perhaps, he said, make better freight traffic for them. Asked if they had agreed to use the terminal facilities of the Grand Trunk for any specified period of time, the answer was in the negative. When it was suggested that the Michigan Central depot would make an excellent terminal point, the gentleman in question said that, of course, such a thing had not been thought of.

More Mystery.

This morning a dispatch came from M. C. R. headquarters canceling the instructions issued yesterday to the effect that the road would withdraw from London and dismissing the local employees. The rumor spread around the city and caused a good deal of satisfaction—while it lasted. A circular was immediately issued by the local freight agent countermmanding the previous one, and informing the merchants that the road would continue to handle London freight.

They had no sooner been circulated than they were withdrawn on the strength of subsequent orders from headquarters. The latter gave instructions that the passenger business would be discontinued; not a single ticket must be sold after to-night. Local freight, it was intimated, will continue to be handled in the meantime. This means that the M. C. R. will, until definite arrangements are made, only run special freight trains between London and St. Thomas to meet the traffic requirements.

PRESIDENT MILLER'S STATEMENT.

President Miller, of the Cleveland syndicate, returned this morning from the east, and was seen by an ADVERTISER reporter. He expressed surprise at the action of the Michigan Central, as they had offered them running powers at the same rate that they had been paying the Grand Trunk. The same offer was open to the Canadian Pacific. In fact, the more roads that used their line the better it would be. They would offer them a fair rate, no more than what the G. T. R. had charged.

A CONFERENCE ARRANGED.

A conference has been arranged to be held at Detroit Thursday between the M. C. R. and Cleveland syndicate. The former have asked permission to run freight trains until then, and it has been granted.

You may hire almost anything in New York, even to an aquarium stocked with sea vegetation and strange creatures of the deep. The aquarium is an occasional table ornament at a feast and is usually hired for the occasion. The trade in all the things that go to make up the aquarium is a growing one in New York, and those who engage in this business have taken to themselves the title aquarist. You may have of these gentlemen almost any queer fish, at prices ranging from 10 cents to \$10 per specimen, together with any one of twenty varieties of aquatic plants.

IT'S 10 a.m. See that line of nice white clothes? By the old way they would not have been done by noon, but the directions on a packet of C. W. C. were CAREFULLY FOLLOWED and with half the labor they were done in half the time. C. W. C. will not make your clothes wear for ever, but it will make them last longer than if washed the old way.

—USE—

COTTONS WASHING COMPOUND C.W.C.