RADNOR....
"A purely natural ... brilliant, pleasantly ... and delicate to the taste."
—The "Lancet," Lond...

Senate Reading Room
SENATE P O

The Toronto World.

C. J. TOWNSEND & CO.
22 KING ST. WEST.
Electric Motor, Nearly New
For Sale at a Bargain.

SEVENTEENTH YE...

TEN PAGES—SATURDAY MORNING OCTOBER 3 1896—TEN PAGES

ONE CENT

LITTLE CHANGE AS YET

But it is Unlikely Other Men Will Lend Any Aid

TO OPERATORS ON STRIKE.

The C. P. R. Company is Said to be on Top in the Ontario Division.

But the Road is Badly Tied-Up in the Far East and West—Winnipeg Merchants Are Suffering From Loss on Perishable Freight, Such as Fruit—Trainmen Meet at Toronto Junction and Send a Delegation to the Officials—General Notes From Along the Line of the Great Railway.

It is still a difficult matter to say how the C.P.R. strike will end. Were the existing conditions on the O. & Q. division a criterion of the situation throughout the system it might be safe to venture that the road would surely get the upper hand, but in view of the strong position of the men, both in the east and in the west, it is impossible to come to any other conclusion but that the railway, as a whole, is yet somewhat crippled.

The best way to get an idea of the position of affairs is to look at how things stand on the various sections of the system.

To start at Toronto. Passenger trains both from the east and west came in pretty well on time yesterday, while those from the north did not arrive so promptly. Freights were moving uncertainly. As far as could be learned last night, all lines in Ontario were being pretty well manned with either old or new operators. Assistant Superintendent Williams made the statement that as far as his division was concerned there was a full complement of agents and operators at work, and that only about ½ per cent. of these were new men. As far as he knew, there were only eight new men between here and Windsor, eight between here and Owen Sound, and two at Leaside Junction. The strikers had gone back to their instruments at Toronto Junction and Orangeville, while at Streetville Junction Station Agent McHenry and Operator Kinsman had just resumed their duties. General Superintendent Leonard spoke in a similarly sanguine strain.

THE OTHER SIDE.

Over against these official observances, however, must be placed news more or less reliable from other sources. It was asserted at a late hour that most of the men between the Queen City and Smith's Falls had again gone out in obedience to another order from Montreal. It was impossible to verify this, but after 7.30 p.m. the local despatchers were unable to get any telegraphic connection with Smith's Falls.

It is understood also that an order has issued from the freight department prohibiting all O. & Q. agents to refuse to accept apples and other perishable goods for shipment.

A gentleman who came down from Owen Sound brought word that freight in that direction is altogether tied up.

HAVE THEY DONE SO?

What points most towards a defeat of the operators in this section is the assertion freely made that the local members of the other railway orders have deserted the strikers. Yesterday a committee of conductors, engineers, firemen and trainmen appointed by a Junction mass meeting of railway employees in sympathy with the strikers waited upon General Superintendent Leonard with a view to bringing about a settlement of the difficulty.

After the meeting, Mr. Leonard told The World that the deputation had gone away satisfied that the company had done right in refusing to hear the complaints of the operators.

Later, a gentleman who was introduced to The World by Superintendent Leonard as Conductor Hassard, chairman of the aforesaid committee, gave the scribe an account of the interview referred to. He said that a committee representative of all the railway orders yesterday waited upon the superintendent to see if they could not arrange an amicable settlement of the trouble; that Mr. Leonard had explained to them the company's attitude throughout; that each member of the committee had gone away satisfied that they could do nothing because their hands were tied by the way the operators had gone about the business; that they were still in sympathy with the strikers, but could not uphold them in the action they had taken. Mr. Hassard added that the committee felt that the railway had done a great deal in offering to take back the strikers.

THE TIME EXTENDED.

It is understood that at the deputation's request the time for the operators to return to work was extended from 2 p.m. to 5 p.m. yesterday, and that the committee carried back to another meeting of the men at the Junction the result of their intercession. It is alleged, moreover, that the operators acknowledged thereupon that the sympathizing orders had done all that could be expected of them.

The local authorities continue to labor to relieve other divisions of the road. Eighteen new men went east in the afternoon to try and raise the blockade in Quebec, and Chief Train Despatcher Price is still receiving applications for positions from telegraphers willing to fill the vacant posts. Many of these have been instructed to report at the Union Station to-day. Many of the job-seeking messages come from American operators out of work, Grand Trunk employes, and even ladies, but no one included in these three classes is being employed.

THE SITUATION ELSEWHERE.

Then, to go outside of the O. & Q. division, and look at the situation elsewhere, we may start at the Atlantic coast.

From Halifax a partial freight tie-up is reported, and, coming west, the company seems to be filling the vacant posts in Quebec. At Montreal the men are confident of victory.

As far as could be learned, there is no change in the situation.

Next a jump may be made to North Bay. Thence come reports that all passenger trains are 12 hours behind time, and that since Monday no freights have moved either east or west.

Up in that district the populace are all strongly with the men. Between Pembroke and Fort William the 12 new men whom the company have sent up to man important stations have been driven out of the various towns. At Chelmsford shantymen arrived with axes, made a "scab" operator fly for his life, while at Dieux Rivieres a non-union operator had to get out because the local hotels charged him $3 for every meal he ate.

AT WINNIPEG.

At Winnipeg a bad tie-up exists, and the grain and wholesale jobbing trades are at a standstill. The fruit trade is paralyzed, and cases of perishable merchandise are being ruined on the track.

A blockade of traffic is said to exist on the Pacific coast.

General Superintendent Leonard received a telephone message last night from Assistant General Manager Tait that 13 men had gone back to work on the Quebec division, and that the outlook was never better since the strike began.

Meantime the C.P.R. is suffering a loss of traffic. A Union Station official asserts that in both passenger and freight business the G. T. is benefiting from its rival's troubles.

WORKING THE PAPERS.

Complaints are heard on every side among the strikers and their sympathizers of the biased attitude of some of the daily papers in favor of the company. The Toronto Mail and Empire and some Montreal journals come in for especial severe condemnation at the hands of the employes.

HOW IT LOOKS AT MONTREAL.

Mr. Pierson Sorry That Sir William Entered the Discussion—Engineers' Position.

Montreal, Oct. 2.—(Special.)—"I am sorry," said Mr. Pierson to-day, "that Sir William Van Horne has entered the discussion, because I feel satisfied that he does not know the whole truth of this matter and I am perfectly satisfied that if everything could be explained to him our demands would have received more careful attention. You must know as well as I do that there are a good many matters which come before subordinate officials that are never reported to the superiors. Any man in ordinary life must have heard of cases of this kind, in which the heads of business houses have learned of discontent for the first time and have been so annoyed that matters have been allowed to run on without their knowledge that it was not long before the head of the subordinate official came off. We did our very best to see Sir William; I pleaded, almost with tears in my eyes, to be allowed to state our case to him. You know the result."

Mr. Johnson Elliott, the mechanical superintendent of the Canadian Pacific Railway, was in the city this morning and discussed the attitude of the engineers towards the strike. "Our men are firm and will not come out," he said, "and if they have made any overtures in the direction of assisting at an arbitration of the differences it is only because they want to be once more running sharply on time, and would do all they could to get the old despatchers back to give them orders. They are only interested in so far as their personal safety and convenience is concerned. The backbone of the strike is broken, trains are running regularly, and it is only a matter of a few hours before the whole thing will collapse."

A member of the committee remarked to-day that the men were beaten and that all would be over within 48 hours.

THE SITUATION AT WINNIPEG.

Delayed Fruit Being Ruined—Will the Other Employes Go Out?

Winipeg, Man., Oct. 2.—(Special.)—The telegraphers' strike continues, and business in all lines is becoming tied up. The grain trade, which is of primary importance, is greatly hampered and the wholesale jobbing trade is practically at a standstill, as the railroad company declines to accept freight. The fruit trade is paralyzed, and many cars of fruit delayed at points along the line will be ruined.

Rumors that the other trainmen will go out to assist the striking despatchers are still persistently circulated, but cannot be verified. If the engineers refuse to take orders from the non-union despatchers, the strike may be brought to a climax.

A force of operators from Chicago and Minneapolis is said to be on the way here. If they go to work there may be trouble.

Since men have been sent to guard the various stations telegraphic communication has been maintained between points where the operators are still on duty. Both sides maintain a confident attitude and to-day there is no brighter prospect of speedy settlement. Passenger trains continue to move but on uncertain schedule.

LOOKS BAD AT NORTH BAY.

The Situation Remains Unchanged and the Company Won't Arbitrate.

North Bay, Ont., Oct. 2.—The situation remains unchanged in this district as regards the telegraphers' strike. No trains have moved east or west of here since Monday, except passenger trains, which have all been late. The eastbound Winnipeg express, due here at 7.10 this morning, passed this evening 12 hours late. No attempt has been made to start freight trains yet except a stock train, which has been on the road from Cartier 48 hours, and was in bad condition passing here. As far east as Pembroke and west as far as Fort William only a few offices are manned by new men, but they have been driven out of town, and are returning to North Bay and making for home. This is accounted for by the fact that citizens are in sympathy with the telegraphers, and will not allow new men to take the strikers' places. Reports are coming in all the time of rough treatment of these men in some cases serious. Yesterday and to-day efforts were made by local labor leaders here to arrange a settlement of the strike by arbitration. A committee got authority from the Chairman of the Telegraphers' Committee to arbitrate everything, but the management of the C.P.R., after considering the offer, refused to accept the proposed settlement, and the sympathy of all classes of railway men is now with the telegraphers. Further trouble is anticipated, as trainmen and engine men claim it is unsafe to continue running under the present system of handling trains. Although no accidents have been reported at a late hour all railway wires were interrupted, with little hope of communication before morning. Assistant Superintendent Bury took a trip west to-day, but returned this evening.

OUT AT THE COAST.

"No Change in the Situation" is the Superintendent's Report.

Vancouver, B.C., Oct. 2.—"No change in the situation," was the reply yesterday by General Superintendent Abbott to an enquiry regarding the telegraphers' strike on the C.P.R. "A circular has been posted up at all stations giving the strikers 24 hours to return to work."

NEW YORK MEN REFUSE.

New York, Oct. 2.—"Wanted—Telegraph operators; good pay; steady work. Enquire immediately of E. V. Skinner, 353 Broadway, New York."

The above advertisement, which appeared in several morning papers yesterday, drew a number of applicants to No. 353 Broadway. When they learned that they were wanted to take the places of striking men on the Canadian Pacific Railroad, most of them refused the positions, and, as far as could be learned, only one man was secured out of 25 or 30 applicants. Mr. Skinner told all the applicants that he wanted only experienced men who understood modern railroading in all its branches. The salaries offered ranged from $35 to $55 per month. In some cases this was besides free house rent and fuel. While some of the men who replied to the advertisement were asked to pay their fares, free transportation was offered to others.

IN RHODE ISLAND.

Providence, R.I., Oct. 2.—Traveling Passenger Agent McKenna of the C.P.R. was in this city to-day looking for telegraphers to take the places of the operators of the road who are on strike. Free transportation, good food and big salaries were the inducements offered, but Mr. McKenna "got no recruits."

ALSO AT BUFFALO.

Buffalo, Oct. 2.—This advertisement appears in local papers here to-day: "Wanted—Telegraph operators, at once. Call at 21 Exchange-street."

21 Exchange-street is the office of the Canadian Pacific Railway, and the passenger agent of that road is making strenuous efforts to obtain telegraphers. He has been in communication with the Western Union and Postal Companies, to endeavor to procure surplus talent, usually he found disengaged at this season of the year, but with what success has not been learned.

SIFTON GETS IT

And Martin is Reconciled to His Fate—That is the Statement Made by R. L. Richardson.

Winnipeg, Oct. 2.—(Special.)—To-night The Tribune contains a despatch from its editor, R. L. Richardson, member for Lisgar, stating that Premier Laurier has definitely and finally settled on Attorney-General Sifton as Minister of the Interior. The despatch adds that Martin has promised to abide by the decision and is reconciled to his fate.

Continued on Page Two.

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

The Venezuela Trouble.

London, Oct. 2.—The Speaker says: "Sir Julian Pauncefote, British Ambassador to the United States, will shortly return to Washington, but it is reported upon credible authority that he will not leave England before a satisfactory solution of the Venezuelan troubles has been reached. Those behind the scenes are the most sanguine of such an ending of the controversies; indeed, the questions at issue are said to be already virtually solved. When all is well in the west we may face the east with greater confidence."

Turkish baths open day and night, 129 Yonge.

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

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

THE TELL-TALE RING.

How Charles Coulson, a Delivery Man, Picked Up a $100 Diamond.

Charles Coulson, who has been employed as a driver by Davies & Co., the pork butchers, is under arrest. Yesterday afternoon he was sent with some goods to the residence of Seymour Detchon, 9 Walmer-road. Mrs. Detchon went upstairs for her pocketbook in order to make change, and left four rings on the sideboard. After Coulson had left she missed a diamond ring worth $100. The police were notified, and Detective Harrison arrested Coulson at Bloor and Yonge-streets, and found the ring in his possession.

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.

Grand & Toy's Snaps.

500,000 Special White Envelopes, No. 7, at 80c per thousand. The greatest value in the city. Grand & Toy, Stationers and Printers, Wellington and Jordan-streets.

Try Watson's Cough Drops.

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

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

Plan for Jessie Alexander Recital now open, Massey Hall, 9 a.m. to 5.

New programme, Miss Alexander's Recital, Massey Hall, Tuesday, 6th.

THE COLD STORAGE ITEM

Engaged the Attention of the Commons Yesterday.

MR. FISHER COMPLIMENTED

Mr. Foster Commended Him for His Business-Like Statement.

An Item of $1000 Cut Off—Ottawa Bridge Project Got the Cold Shoulder—No Grant For the Quebec Landslide Sufferers—A Cut in the Item For Stationery—It Cost the Country Three Thousand Dollars to Get Li Hung Chang Through.

Ottawa, Oct. 2.—(Special.)—A suggestion was made by Mr. Fraser in the House to-day that all private bills left over from the present session be considered as having passed the initial stages when taken up next session. He urged its adoption as a matter of justice to promoters of private bills, who, after having gone to the expense of advertising and printing them, were unable to get them through because of the shortness of the session. The only precedent was a similar action in 1867 in the Legislature of Canada.

Sir Charles Tupper objected on the ground of the confusion that would result. Mr. Laurier also objected and the resolution was rejected.

ONE ITEM KILLED.

The House then went into Committee of Supply on the further supplementary estimates. First, under the head of legislation, came the item of $1000 for salary for a secretary for two sessions to the Speaker of the Senate.

Mr. Foster thought this rather a strange innovation from a party that raised a howl against even a deputy Speaker. He thought the item ought to be dropped. Mr. Laurier agreed and the item was dropped.

There was some discussion on the item of $5900 for Senators' stationery. The Government was bantered about the failure of the great influence in the Senate to introduce ideas of economy, and when the committee came to the item of $10,000 for stationery for the Commons it was reduced to $4000.

Mr. Foster said it appeared from the estimates that there was to be a session of the Senate next year, but not of the Commons. How was it no provision had been made for the expenses of the House of Commons?

Mr. Fielding said the expenditures for indemnity and mileage was covered by statute, hence there was no necessity to vote it by Parliament.

Mr. Foster replied that the invariable practice since Confederation had been to include these sums in the estimate presented to Parliament. In order that the matter might go fairly before the country the requisite amount of $400,000 ought to be included in these estimates. Replying to a remark of Sir Richard Cartwright, that the late Government had intended to bring down supplementary estimates to the amount of $4,660,000, he explained that the document to which the Minister of Trade referred was merely a departmental estimate, which was subject to the revision of the council. When the late Government realized that there was no likelihood of the main estimates passing, then the consideration of the departmental supplementary estimates was not proceeded with.

Sir Richard Cartwright justified the exclusion of this $400,000 from the supplementaries on the ground that the Minister of Finance had no right to assume that there would be another session of Parliament within twelve months, although he admitted a session would be held early next year.

COLD STORAGE.

On the item of $20,000 for providing cold storage, Mr. Fisher explained the nature of the scheme which the Government had in view. It would cost about $15,000 to fit up a single steamer with cold storage accommodation, hence it would be necessary

Rare Business Opportunity.

The old established manufactory and planing mill on the southwest corner of Queen and George-streets, with machinery and plant, in complete running order, is offered for sale or lease on very easy terms. J. L. Troy, King-street west. 6

The Rev. Prof. Clark will preach in St. Margaret's Church to-morrow morning.

Woodbine races this afternoon at 2.30. Large fields. Splendid sport. Admission to grand stand and ring only 50 cents.

Arlington Hotel. 246

This most comfortable hotel offers every inducement to families as a permanent winter residence. Those desiring accommodation should make their arrangements as soon as possible, as the best rooms are being rapidly taken.

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

Have you tasted "Salada" Ceylon Tea?

John Kent & Co., Coal.

This firm, with their head office at 78 Yonge-street, next to Dineens' and docks on Esplanade, foot of Scott-street, are prepared to handle their increasing coal trade with every satisfaction. They are handling the very best quality of coal and can be relied upon every time.

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

Why suffer with toothache when Gibbons' Toothache Gum will afford relief? Price, 10 cents. 249

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.

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

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

Mr. C. E. Vardon, 543 Queen-street west, is selling fine bottled ales at 75 cents per dozen quarts. Tel. 2134.

Easy to order—"Salada Ceylon Tea."

Band 48th Highlanders at Miss Alexander's Recital Tuesday next.

ROOTING THEM OUT—BIG AND LITTLE.

THE COUNTRY: Well, I dunno, but I kinda think friend Larryer 'll find it pays better in th' end teh remove his vegetables with a hoe.

LORD ABERDEEN A FARMER

The Governor-General Visited Markham Fair

AND EXPRESSED DELIGHT

With the Magnificent Display of This Most Fertile District.

His Excellency Was Given a Warm Reception by the Yeomen of East York—Entertained at Luncheon and Presented With Flattering Addresses—The Governor-General's Comprehensive Reply Showing the Position of Agriculture in Canada—The Fair Closed in a Blaze of Glory.

Markham, Oct. 21.—(Special.)—Markham Fair closed yesterday in a blaze of glory. A more perfect day for the time of year could not have been desired. All Markham township must have been in attendance with a big proportion of Scarboro and York and a substantial contingent from Toronto.

The train which reached Markham at noon conveyed by special car the Governor-General with Capt. Wilberforce, his A.D.C., and the suite.

Among those who went on from Toronto were noticed: Mr. W. F. and Mrs. Maclean, Mr. G. B. and Mrs. Smith, Mayor Fleming, Ald. Russell, E. B. Ryckman, Mr. Joseph Tait, Mr. H. R. Frankland, Ald. Hallam, Reeve Hill, High Constable Jones, Henry Wade, J. H. Mackenzie, J.P., Thomas Meredith, F. B. Gullett, James Baird, W. D. Gregory, School Trustee Lobb, Abraham B. Smith, W. S. Ormiston, Thomas A. Gibson, R. J. Gibson, W. B. Milliken, Daniel Kelly, A. Daniels and Fred Garvin.

HIS EXCELLENCY ARRIVES.

On the arrival of the train at Markham Station the following address was read by Dr. Robinson, the Reeve of the village, on behalf of the corporation:

To His Excellency the Right Hon. Sir John Hamilton Gordon, Earl of Aberdeen, the Governor-General of the Dominion of Canada:

The corporation of Markham are proud to welcome Your Excellency on your visit to the village, and thank you for the honor you have done them. They assure you of their devotion to Her Gracious Majesty the Queen and of their attachment to the Mother Country.

The time at the disposal of Your Excellency will not enable you to visit the manufacturing industries of the village, with which its prosperity is largely identified, but you will be able, on your visit to the exhibition and fair, to see the capabilities of the district. The corporation trust that Your Excellency may have the opportunity of giving years of service to the community, and hope that you and Her Ladyship the Countess of Aberdeen may have many years of happiness.

Signed on behalf of the corporation.

Wesley Robinson, Reeve.

The reply of His Excellency was equally brief. He said: Mr. Reeve and gentlemen of the municipality,—It is very gratifying on this, the occasion of my first official visit to this portion of the country, to be welcomed by this loyal and cordial manifestation. Your address will form a souvenir of a visit which, I am sure, will not only be pleasant, but also highly interesting. As you remark, time will not suffice for a visit in detail to the various industries of the district, but a visit to the show will doubtless give a good

(Continued on Page Two.)

HAVE THEY SETTLED IT?

The Interviews Between Lord Salisbury and the Czar at Balmoral Said to Have Borne Food Fruit.

New York, Oct. 2.—A special to The Herald from London says: There is good reason for believing that a very important agreement has been arrived at between the great powers, and that all danger of a European war has for the present passed away. It is certain that the interviews between the Czar and Lord Salisbury at Balmoral have borne good fruit.

Ten Torpedo Boats.

Constantinople, Oct. 2.—An irade has been issued by the Porte ordering the formation of a flotilla of ten torpedo boats to defend the Dardanelles. This movement is in contemplation with the advice of the Russian General Tschitakeheff, commander of the district of Odessa, who some time in July last inspected the defences of the Dardanelles.

Letters received here from Kharput give terrible details of the massacre which recently occurred at Egun, in the Kharput district, in which, the letter alleges, 2000 people were killed. The scenes, according to the letters, were similar to those of the former massacres in Anatolia.

A drunken Turkish officer swaggered through the streets of Galata on Sept. 30, brandishing his sword and showering foul abuse upon the Armenians, every one of whom, he declared, ought to be killed. He was finally disarmed by the military and taken to his baracks.

Last day of races at Woodbine. Don't miss them. Queen's Own Band. Admission only 50 cents.

Gems in Art

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

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

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

The best racing yet seen in Toronto at the Woodbine this afternoon. Admission, 50 cents.

Burgundy Wine the Monarch of French Red Wines,

The soil of this province is said to be impregnated with iron, imparting its tonic properties to the vintage. Considerable quantities of this wine are sold by us for the use of invalids. We are quoting the following prices, comprising Beaune Pommard and Chablis: $5, $6.50, $7.50, $8, $9.50 and $10 per case, quarts. Mara's, 79 and 81 Yonge-street. Phone 1708.

Toronto and Hamilton's crack hunters, Thorncliffe and Royal Bob, meet in Red Coat Steeplechase this afternoon at the Woodbine.

Dunlop Trophy.

The race to-day for the Dunlop Trophy will be a hot one, but the race to 55 King east after Sword's ties at 25c will be a still hotter one from start to finish, for to-day only he is offering the choice of his magnificent stock of high-class neckwear at 25c for any tie in the store. Also bicycle hose at 50c a pair, worth $1.25. See his display ad. in another column.

Everyone is going to the races this fine autumn afternoon. Queen's Own Band there. Popular prices.

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.

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.

SOMETHING ABOUT HATS.

Special Lines That are Being Offered at Dineens', King and Yonge-Streets.

Most men do their shopping on Saturday, and for that reason Dineens' immense hat store at King and Yonge-streets will be open until 10 o'clock tonight. Everything is in readiness for a big trade to-day, and several special lines are offered. Silk dress hats at $3.50, $4.50 and $5. One hundred dozen of the latest American hats are being opened up and will be on sale to-day. These hats are from the newest blocks and are in all shades of brown as well as black at $2.50. Christy's imported London stiff hats, extra fine quality, $2.50. American fedoras in browns, black, steel and silver colors, $2 and $2.50. Boys' fedoras at 50c, 75c and $1. A great variety of children's hats are to be seen. There are so many styles that they could not be described here, so the best way is to bring the youngsters down to the store.

Special for the ladies to-day. Muskrat ruffs, natural heads at $1.10, regular price $1.50. Mink ruffs at $2.50. Ladies' camel's hair Tam O'Shanters in solid blue, solid navy, white and cardinal, also heather mixed all at one price, 50 cents.

Men's Scotch tweed caps in fancy check, heather mixtures, plain serges and stripes at 50c; regular 75c. Dineens', the famous hatters and furriers, northwest corner King and Yonge-streets.

Try Watson's Cough Drops.

Monuments.

See our designs and prices before purchasing elsewhere. We are manufacturers. D. McIntosh & Sons, office and showroom, 524 Yonge-street, opposite Maitland-street. Works, Yonge-street, Deer Park. 146

Steamship Movements.

Oct. 2.	At	From.
Lucania	Queenstown	New York.
Assyrian	Halifax	Glasgow.
Campania	New York	Liverpool.
Assaye	London	Montreal.
Ormiston	London	Montreal.
Iona	Prawle Point	Montreal.
Zaandam	New York	Amsterdam.

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.

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

LEADERS CONFERRED

And Fixed a Date for the Conservative Convention

TO BE HELD IN TORONTO.

The Important Exent Will Take Place on October 27th.

Those Who Were Candidates and the Presidents of City and County Associations Will Compose the Convention—Passing Matriculation Examinations Will Admit Cadets to the R. M. C.—A Trent Canal Delegation—Hon. Mr. Fisher Complimented—Ottawa General News.

Ottawa, Oct. 2.—(Special.)—J. P. Whitney, leader of the Opposition in the Ontario Legislature, is here and had a long conference with Sir Charles Tupper to-night. The date for the proposed Provincial Conservative convention in Toronto was discussed and finally fixed for Tuesday, Oct. 27. Notices will be sent out shortly to all who were Conservative candidates in Ontario at the last federal and provincial elections, and to presidents of city and county associations.

CONCESSION TO CADETS.

The Minister of Militia has decided upon extending to all chartered universities in Canada the privilege that was granted to a few during Mr. Dickey's tenure of office in that department. Hereafter the passing of the matriculation examinations of any chartered university will be accepted as equivalent to the usual entrance examination at the Royal Military College.

TRENT CANAL.

An influential delegation, consisting of Mayor Morrison, Messrs. McKinley, Young, Berkinshaw, White, Sager and Bunter of Trenton; Mayor Yelland and Councillor Hughes of Peterboro, accompanied by Messrs. Lang, Corby, Bennett, McHugh, Kendry, Hughes, Cochrane, Rogers, Wilson, Bell, Taylor, Hurley and Pettit, had an interview with Mr. Blair, Minister of Railways and Canals, and Sir Henri Joly this afternoon, when a vigorous prosecution of the Trent Valley Canal construction was urged. Unquestionably the residents along the route of the proposed canal have become seriously alarmed, owing to Mr. Blair's declaration the other evening of the probable rejection of the enterprise, and no stone will be left unturned to press on the Government the importance of this enterprise. A peculiar feature about to-day's delegation was the fact that Patron Rogers, who the other day slated the Trent Valley project, having in the meantime seen new light, to-day heartily supported it.

A CAPABLE MINISTER.

Mr. Fisher, Minister of Agriculture, is coming in for much commendation for the manner in which he handles the affairs of his department. In the House the other day it was a subject of comment amongst Conservatives that there was no man in the Government who seemed better acquainted with the details of his department than Mr. Fisher, and to-day Mr. Foster, who readily recognizes merit, took occasion to compliment Mr. Fisher on the manner in which he explained his proposals regarding the cold storage scheme.

Van's Reserved Rights.

Sir William VanHorne, President of the Canadian Pacific Railway Company, who was formerly a telegraph operator, with scrubbing and sweeping jobs on the side, for an extra $1 per month, is a terror to newspaper reporters. He was interviewed in Montreal on Thursday, and told how he used to hustle as an operator, and scrub out the station, wash windows, sweep off the station platform, saw the company's wood and light signal lamps for an extra dollar or two a month. But it's just this way with "Van"—as the railway men speak of him—was he stuffing the press gang at Montreal or was he not? It is not many years ago since, in the Railway Committee room of the Commons building at Ottawa, Sir William (then plain Mister) VanHorne said he always reserved to himself the right to "lie" to newspaper reporters, when it suited him. It must be admitted, however, that the President of the Canadian Pacific Railway has no cinch on this reserved right all to himself.

The World's Mining Pages.

On pages six and seven of The Toronto World to-day will be found all the latest mining news. In these columns the Hastings and Algoma District in Ontario are referred to, together with many matters of interest regarding the British Columbia gold fields.

Still Fine Weather.

Minimum and maximum temperatures: Winnipeg, 34—72; Parry Sound, 32—60; Ottawa, 36—54; Toronto, 46—58; Montreal, 44—46; Quebec, 42—44; Halifax, 56—64.

PROBS: Light to moderate variable winds; fine; little change in temperature.

OVERCROWDED STREET CARS.

It appears that the City Engineer has yet to discover that the accommodation provided by the Toronto Railway Company for citizens to reach their homes on wet evenings is altogether inadequate. On two evenings this week rain fell at 6 o'clock, and there were not cars enough to carry the crowds.

It is the essence of sarcasm for a passenger inside the car to read this notice posted in all cars: "It is prohibited to ride on the platforms or steps. Passengers who do do so at their own risk," and at the same time see thirty or forty men struggling to hang on to standing room on the platforms and steps. It is time that this sort of thing was over. The people look to the City Engineer for relief.

The sketch above was made by The World's special artist opposite The World Office on Yonge-street on Tuesday last at 6 p.m.