

DOMINION PARLIAMENT.

Ottawa, June 18.—When Mr. Foster moved the House into Committee of Supply Mr. Davies arose to present the facts which the investigation into the Curran bridge steal had disclosed. First he discussed the extent of the fraud, that had been perpetrated, the causes and the responsibility therefor, and the question as to what punishment had been meted out to the guilty parties. He asserted that the Government should be held responsible for the wrongdoing. He reviewed the history of this odious scandal. In 1892 the Minister of Railways and Canals had brought down an estimate for the two bridges over the Lachine Canal, and Parliament had voted \$170,000 for the work. A bill amounting to \$294,000 had been paid by the country. The Minister of Railways and Canals had made the statement that a large part of that money had been used for colluding and fraud. But as it had been found that the money had not been used for fraud, the Government, instead of hiring the men themselves, had let the work of supplying labor to a contractor. The contractor had been invited to bid, and the commission of investigation had expressed doubt as to whether there had been any genuine competition for the labor contract. The only check that the Government had of the time of men employed on the work was the pay roll, and within two days after the time that he was objected to by Kennedy, the political boss who had been appointed Solicitor-General, Mr. Davies was dismissed. Mr. Desbarats was dismissed in spite of the protest of the resident engineer. Mr. Desbarats was sent away there was nobody left to keep a check on the contractor. After Mr. Desbarats had been dismissed, Mr. Davies had been dismissed, and the Star, of Montreal, called the attention of the minister to the matter. The Minister then sent Mr. Davies, telling him to bring the pay rolls with him, but Mr. Davies came without the pay rolls because Kennedy and Mr. Desbarats had allowed him to have them. It was then the Minister's duty to have investigated the whole subject. There was an indictment against the Minister and the Minister's Deputy. Mr. Schreiber, wrote to the Minister, forming him that the cost of the Curran bridge had been estimated at \$100,000, and calling his attention to the manner in which the estimated cost of the work had been exceeded. Mr. Davies quoted the findings of the commission, which showed that gross frauds had been committed on the country. He quoted portions of the evidence taken by the commission and by the Public Accounts Committee, showing how the pay lists had been stuffed, how timber and lumber had been used, and how other wrongs had been committed. Mr. Davies maintained that the Government must be held responsible along with the local officials. With the exception of a prosecution against St. Louis, which had proved a fizzle, no attempt had been made to prosecute the men who had been engaged in the perpetration of these crimes. Mr. Davies moved:

"It appears from the report of the Commission appointed to investigate the facts connected with the construction in the year 1893, of the two bridges at Montreal, that the Lachine Canal bridge, the building of the sub-structures for these bridges, the estimates for which were \$122,000, the Government has been estimated to have been supplied with steel, and that the construction of such sub-structures was carried out by the Department of Railways without calling for public tenders, and with a reckless abandonment of business rules, which invited and encouraged fraud and waste. That after the fraud and waste had been brought home to the Minister and department of the reckless extravagance which prevailed in the construction of these bridges, no real or effective attempt was made to ensure an honest carrying on of the work, but, on the contrary, enormous sums of money were after such knowledge, improperly paid to contractors and others, and the door was left wide open for perpetration of fraud upon the Government. That, although the evidence discloses the names of many persons who were parties to these frauds, no attempt has been made to punish any of them, criminally except St. Louis. That under these circumstances the Minister of Railways is responsible and the House for negligence, inefficiency and gross mismanagement in connection with these wrongs, and for the losses the country has sustained."

Mr. Bennett defended the Minister. Mr. Gibson, Mr. Masson, Mr. McMillen and Major McLennan also spoke. There was a burst of Liberal applause when Mr. Laurier arose. He opened fire on the Government, and out of words, and presented a strong arraignment of the Minister of Railways and Canals. Mr. McLennan, he said, had told the House that the Minister of Railways was able to take care of himself. So the House would have supposed, but upon this occasion he quailed before the attempt. In fact, the indictment of scandal which had been presented by Mr. Davies was so strong that neither the Minister who was implicated nor any of his colleagues had dared to open their mouths in his defence. They had not done so, for the wrong which he was guilty, and for which he was responsible, but they had called upon their followers to come to his rescue, and the language which the House had heard from their followers was quite in keeping with the attitude which had been maintained by the men in office, who on all occasions had been profuse in exuberant declarations that they would spurn corruption from their ranks, but who had turned in their tracks upon the task. The House had been told by Mr. McLennan that there were no victims behind the attack. It had not been denied by any of the Ministerial members who had spoken that a great wrong had been committed in the construction of these bridges to the detriment of the people of Canada; that there had been pilage most impudent, corruption open, flagrant and shameless. It was not denied that the country had been deprived and defrauded to the amount of nearly \$200,000, but the defence was that though all this was true the Minister of Railways was not responsible. He was the victim, not sinning, but sinned against. He took issue with that statement, he charged the hon. gentlemen, not one of whom had dared to speak, that if there had been corruption, open, flagrant and shameless, if the country had been de-

frauded of nearly \$200,000, it was due altogether to the fact that the Minister of Railways had openly and designedly violated the law of his department. The more a person looked at this transaction, the more he was convinced that it was fraudulent from the first line to the last. The fact was that fraud was oozing from every detail of it. It was conceived in iniquity, and carried out in iniquity. There had not been a word of any magnitude since the present Government had been in office that had not cost from 25 to 100 per cent. more than the estimate.

Mr. Haggart, upon rising, said that this attack was not upon the department, but upon the Government, but it was a personal attack upon himself. The resolution declared in plain words that it was because of his corruption and incapacity that this had all happened. The leader of the Opposition had charged him with violating the law in the way he had granted work. Mr. Haggart denied the statement that there was no public work undertaken by this Government which had not exceeded the estimate. He asked for some instance of this kind. Had the Sault Ste. Marie canal cost more?

This challenge was accepted by Mr. Liston, and he called back across the House that it had cost a million more. Mr. Haggart denied this, and declared that the chief engineer had said that the cost had come under the estimate by half a million dollars. Proceeding, Mr. Haggart defended himself because he had been guided by his officials. He had had the evidence in the St. Louis business, and he had told them to proceed with the parties concerned. There was in all this no ground for the personal attack upon him. Then as for the prices in the labor contract, which was the ground of attack, he declared that they were not larger than were paid for similar work in his own part of the country. Upon the point of the Engineer on the work, devoted the responsibility of seeing that the estimates should not be exceeded. Was he not justified in relying upon an officer who had been in the Department for thirty years? He had done all he could to forward out the frauds, he had appointed the commission and brought up his infernal detectives to find out what they could as to the perpetrators. He had assisted the Justice Department in every way he could to bring the guilty parties to justice, and had dismissed the officials of the Department who were of blame. What more could be expected of a Minister? He had done his whole duty, and he could not be held responsible for that which his resolution sought to fasten upon him. As it was after midnight when the Minister concluded, Mr. Martin moved the adjournment of the debate.

ACCIDENTAL POISONING.

Seems Probable in Robert Hamilton's and Nellie Why's Case.

Toronto, June 19.—The post-mortem upon the bodies of Robert Hamilton and Nellie Why, who died by the Lachine Canal bridge, on Sunday evening, has not been sufficiently advanced yet to conclusively establish the exact cause of death, though it indicates the probability of accidental poisoning stronger than ever. The examination, which was conducted by Dr. Dwyer, of St. Michael's Hospital, and Dr. H. H. Oldright, of Toronto, was most thorough and minute, and established one important fact, viz., that the doctors present, the stomachs, with their contents, were sealed up and brought into Toronto, where they will be subjected to analysis, the general appearance revealing nothing of importance. While unable to speak positively upon the cause of death, the doctors were inclined to the theory that the dead couple ate of some poisonous herb growing in the woods which they found by the roadside, and when it began to manifest its effects they endeavored to obtain an antidote. The remains of the couple were buried in the English Cemetery at the Credit.

SUMMER MIXTURE.

A hundred thousand right whales would be required to supply as much oil as Baku exports yearly. A 2,000-acre farm near the Delaware water gap is devoted entirely to the cultivation of celery. To keep a race horse in even moderate condition in England, with proper attendants, costs \$1,025 a year. It is estimated that thirty Kapers in the diamond mines at Kimberley, South Africa, steal \$1,000,000 worth of diamonds a year.

In the 21 years that the White Star steamer service has been in active service she has run over 1,500,000 statute miles.

An historical exhibition of clocks and watches was opened at the Aquarium, Westminster, on Wednesday last, some 2,000 specimens being on view.

The French Government is so well satisfied with the aluminum torpedo boat built last year that they have put out contracts for five more similar boats.

The Legion of Honor costs France about 14,000 francs a year. There are pensions ranging from 3,000 francs for the grand crosses down to a small sum a year for the military medals.

A young painter of Cassel recently washed the bronze monument of Spohr with hydrochloric acid. He was horrified to find that it turned the statue green, but the people love the color, a great artistic success.

A floating drydock has been launched at Benicia, Cal., capable of holding a vessel of 3,000 tons. The drydock is 300 feet long and 65 feet wide, and will cost 120,000 when fully equipped for service. San Francisco now has five drydocks, several of them large enough to handle the largest ocean steamer.

ICE CREAM SODA.

Pure fruit flavors, delicious cold Soda, 5 cents per glass, at Parke's drug store, corner MacNab and York streets, also Lemon and Orange Flavors and Mineral Water. If you are on the market and hot and thirsty, you will appreciate it.

Mrs. Li Hung Chang has 1,000 servants. 2,000 coats, 1,200 pairs of trousers and 500 fur robes. Her feet are so small that she cannot walk, and she dresses her hair in 50 different ways.

TOTTENHAM'S GREAT FIRE.

Eighty Buildings, Worth \$125,000, Swept Away.

GLADSTONE'S ROYAL VISITORS.

Wm. Fawcett, of Brampton, blew his brains out with a shotgun. Lady Henry Somerset was yesterday re-elected President of the British Women's Temperance Association.

Tottenham was swept by fire yesterday. About 80 buildings were burned, and the loss is put at \$125,000.

The City Council has decided to offer the Montreal Gas Company a ten years' contract, at \$1 a thousand and no charge for meters.

The mangled remains of R. W. Tattersall were found on the Canadian Pacific Railway track near Orangeville Junction last night.

The offer of \$145,000 for the water works plant in Chatham, made by the City Council, has been accepted by the Water Works Company.

Herbert Bygraves, a moulder, left his residence at Brantford on Sunday night about 11, since which time no trace of him can be found.

Last night Mrs. Wm. Demara, Bracebridge, while getting a pail of water from the river, fell in and was drowned in about six feet of water.

May Green, 6 years of age, was run over by a trolley on Alfred street, Brantford, last evening, and will die. Both legs were fearfully mangled.

The King and Queen of Denmark and the children of the royal family visited Mr. and Mrs. Gladstone yesterday on board the steamer Tantalus Castle at Copenhagen.

John Murray, chief of the Ontario Detective Department, left for Florida on a trolley on Alfred street, Brantford, last evening, and will die. Both legs were fearfully mangled.

Charles Freeman, a St. Thomas G. T. R. section man, was killed last night. In meeting a freight train he stepped on a siding, not noticing that he had met his death.

Another floater, being that of a man, was found in the river in the eddy below the Niagara Falls last evening, being the third in two days, none of which have been identified.

The twenty-first anniversary of the establishment of the Independent Order of Foresters was celebrated with great success on Foresters' Island, near Deseronto, on Monday and Tuesday.

Dr. Roddick, of Montreal, has presented the Peter Redpath museum, in that city, with an Egyptian mummy 2,500 years old, which was excavated from the tombs at Hawara at Maktae, Fayoum, Egypt.

Four months ago the city of Montreal was startled by the news that a prisoner named John Collins had attempted to escape from the Montreal jail by crawling through the sewer, and it was regarded as certain that he had met his death. A despatch from Three Rivers, Que., states that Collins is now safe in the United States.

SELECTING A HUSBAND.

For a man's birth look to his lips and finger-nails, and observe the inflections of his voice. For his tastes study the color of his lips, the pattern of his hair, the color of his eyes, and his rings, if any. For his propensities, walk round and look carefully at the back of his head, and you will find a great many things. For his propensities, walk round and look carefully at the back of his head, and you will find a great many things. For his propensities, walk round and look carefully at the back of his head, and you will find a great many things.

TORONTO LIVE STOCK MARKET.

June 18.—The total offerings to-day were 62 car loads, including 250 head of sheep and lambs, 1,950 hogs and 90 calves. The market was rather better for both export and butcher's cattle, and they sold readily at slight advances. Good to choice exporters sold at 3-4c to 5-1-2c per lb., and a few prime animals at 5-1-4c. Grass stock averaging 800 to 1,000 lbs. are wanted. Choice grain fed butchers' cattle sold at 1-1-2c to 1-1-4c, and the best grass-fed at 1-1-2c to 1-1-4c. Inferior cattle 3c to 3-1-2c per lb. Good calves, firm selling at \$4.00 each. Sheep sold well at 25c to \$4.00 each. Sheep sold well at 25c to \$4.00 each.

TORONTO FARMERS' MARKETS.

June 18.—Wheat is lower, with sales of 100 bushels at 96c for red winter and 95c for white. Oats steady. Hay market is strong, with receipts of only six loads, which sold at \$16 to \$18 a ton. Car lots of old hay sold at \$10 to \$12 a ton, and \$8 to \$8.75 for inferior. Straw firm at \$8.

INDIA HAS 75 TOWNS WITH OVER 50,000 INHABITANTS.

MEDICAL.

CARTER'S LITTLE LIVER PILLS.

SICK HEADACHE.

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Heartly Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coal-Breath, Pain in the Liver, TORPID LIVER, They regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.

HER GRADUATION SLEEVES.

Why does the sweet girl graduate Seem so preoccupied? Why does she haunt the dressmaker, As if she were a bride? All day, and half into the night, Her fancy visions weave: She's putting her whole soul into Her graduation sleeves.

Maybe she has an essay, too, On some important theme: Like "How to Make Home Happy."

"Are Things Just What They Seem?" But that which, till a troubled sleep Her active brain relieves, Absorbs her thoughts is, what she'll have For graduation sleeves.

Of course there'll be, to hang them on, A graduation dress: But that gets little thought from her And other things still less. That fateful pair of big balloons Alone her care receives. Her life just now is centred in Her graduation sleeves.

TOO LITERAL. "Ye can't believe half you read in books." That said the newcomer to the ward.

"What's the matter?" "I seen in the library a book that says a man order be the moulder of his own fortune. I tried ter be, an' here I am, juggled for counterfeiting!"—Washington Star.

TRAVELLERS' GUIDE.

STEAMERS.

HAMILTON STEAMBOAT CO.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and 10:45 a. m., 2:15 and 5:30 p. m. Leave Toronto—7:30 and 11:00 a. m., 2:00 and 5:15 p. m.

Leave Hamilton—7:45 and