Wonder if You Are Going to the ... **Klondike?**

Our Klondike Department contains everything in the way of outfitting that is required for the Yukon. A walk through this section of our store will be interesting and instructive, whether you think of going or not to the cold north regions. Information gladly given.

Do You Want a Bright New Spring **City Suit?**

We are showing some very elegant patterns in small checks, overchecks, plaids and plain effects in brown, grey, fawn and sage green tweeds at $8.00 and $10.00. Early buyers are taking advantage of the large assortment for best choosing. If you want a working suit that will give every satisfaction our $5.00 and $6.00 lines are specially made to withstand hard usage. There are dozens of patterns for choice.

Oak Hall Clothiers,

115 to 121 King-Street East, Toronto.

Opposite St. James' Cathedral.

THE PIGGERY NOW EMPTY.

All the Hogs Slaughtered by the Orders of the Government.

The World Pays Another Visit to the Scene of Slaughter—The Sad Fate of "Joe St. John"—He Died From Chills—His Companions Were Butchered.

The Piggery is pigless! Joe St. John is dead! Never more will the kindly sunlight glance in and surround, as with an aureole, the head of this war-scarred veteran, who, in the prime of health and strength (he was only four years old), was suddenly cut down and then cut up; and no more will his kindly eyes light up as a well-known footstep resounds through the building; for he has gone to his long last account, the victim of the lithe-limbed butcher, and, sad to relate, not he alone, but all his brethren, amongst whom he was a sage, whose opinion was listened to with respect, and whose verdict was final.

Joe St. John died at 27 minutes past 4 o'clock on the afternoon of March 9, 1898, and he leaves a void behind which it will be hard to fill; two voids, in fact, one in the piggery and another in the heart of the keeper, but no butcher's knife will carve him up for plebeians to eat, for Joe will be burnt in a great funeral pyre together with nine others.

And the question naturally arises, Why is this?

And there are various theories.

The young helper who formerly used to handle bran and water, but whose occupation, like Othello's, is now gone, said the pigs were killed, not because there was cholera in the neighborhood, but, as he put it, there was some disease in the pigs.

Mr. Warner, who certainly ought to know better than the boy, said the pigs had contracted chills subsequent to a drive, and, accordingly, possessing chills and going off their feet, they were killed.

"Don't talk to me of cholera," exclaimed he, "I tell you it was chills."

And so because about 25 valuable pigs had chills they were slaughtered, and among them Joe St. John, who, as the superintendent said, had nothing whatever the matter w'th him.

"Are you going to sell those that were killed?"

"Well, some were sick and those will be burned, but the rest are all right. We are going to ship them."

In answer to a question Mr. Warner did not know definitely where, whether in Canada or to the United States.

So eleven or twelve pigs, who were killed the day before yesterday, and who are all right, will be shipped, and nine or ten with "chills" will be burned.

"Well, if Joe St. John was perfectly healthy, why is he not dressed to be sold?"

"Why, man, there is a fine of $200 for selling boars' flesh? (!)"

Chief Veterinarian Speaks.

Dr. Andrew Smith was seen regarding the piggery, and replied to a question whether there was any change in condition of the sick pigs. "Oh, they are just about the same!" "Well, I suppose you don't know they are all dead?"

"Yes, I did know that."

The genial doctor evidently does not regard death as a change, but rather as a continuation of a sphere. The pigs had been killed by his order. Mr. Farquhar had examined the viscera, and though in some instances a slight irritation—perhaps congestion—of the lungs was apparent, there was no evidence of cholera, or any indications of a disease that could possibly result in cholera. These had not been dressed, but would be burned.

"And this was due more or less to colds and dampness?"

"Yes."

"Do you not think the piggery, in its present situation, is peculiarly liable to engender this trouble?"

"Well, I think it is," answered the Doctor.

"And they are going to give up attempting to raise pigs at the Humber?"

"I believe for a while they are."

"Do you not think, besides burning the diseased pigs, it might be well to burn the whole piggery?"

"On that point," answered the Doctor, "I have no opinion."

So "Joe" is dead, who had nothing wrong with him, and a great many pigs were in quarantine with "chills," and there is no cholera at the Humber Piggery.

"I told Dr. Bryce," said Mr. St. John, speaking to The World, "that he and the Provincial Health Officer would be held responsible for the meat if sold."

Cucumbers and melons are "forbidden fruit" to many persons so constituted that the least indulgence is followed by attacks of cholera, dysentery, griping, etc. These persons are not aware that they can indulge to their heart's content if they have on hand a bottle of Dr. J. D. Kellog's Dysentery Cordial, a medicine that will give immediate relief, and is a sure cure for all summer complaints. ed

WILL GIBSON TRY RUSSELL?

Judges, Like Doctors, Disagree, as In West Elgin and West York.

Mr. William Dynes, Ex-M.L.A. for Dufferin, is in the City—Mr. John Dickenson, M.L.A., Threatens Retaliation in Protests—Conmee Not for the Cabinet—Mr. Ross Goes to Russell.

A report from Ottawa says that Hon. J. M. Gibson is there. His visit on the eve of the Russell county nomination is significant. It is said a move is on foot to substitute him as Liberal candidate in place of Guibord, but if this be done the ex-member for Hamilton will find he has an uphill fight.

RESPECT THE VOTER'S INTENTION.

This is the Principle of Judge McDougall and it Will Give West Elgin to McDiarmid.

Much interest is centered in the West Elgin election, where the vote has been declared a tie, and where one ballot rejected by Judge Ermatinger in the recount is claimed to belong to the Conservative candidate, Mr. McDiarmid. The matter has been appealed, and will come before the Court of Appeal at Toronto in a few days. Should the ballot be accepted as valid Mr. McDiarmid would be elected by a majority of one. Should the Court of Appeal uphold the judgment of Judge Ermatinger that the ballot should be rejected, then Returning Officer Brown will give the casting vote.

A very similar ballot, rejected by a Deputy Returning Officer in the West York election, came before Judge McDougall on Wednesday. The voter marked his ballot for Mr. J. W. St. John with an X. Then, noticing what he had done, he, instead of asking the Deputy Returning Officer for a new ballot, scribbled across the X and marked a plain cross for Mr. Hill.

It was contended that there was no doubt that the voter intended to vote for Mr. Hill, and Judge McDougall allowed the ballot to be so counted.

In the West Elgin election the ballot in dispute is marked for Mr. McDiarmid with two crosses.

It is claimed that before marking the ballot the voter had evidently made two different crosses on the margin of the ballot to refresh his memory as to which was the correct cross to make, and then he plainly voted for Mr. McDiarmid. It was claimed that this ballot could not possibly have been intended for anyone else. His Honor ruled, however, in favor of the Deputy Returning Officer, and the ballot was not allowed.

REAL ESTATE MARKET.

Prospects Reported Brighter Than for Some Time Past—Sales Taking Place—Inquiries for Houses.

The real estate brokers and land agents report that prospects are brighter this year than they have been for some time. Property has not made any material advance in price, but sales are more ready and inquiries from likely purchasers more numerous than hitherto. Property is falling into stronger hands, and fewer sacrifice sales are being made.

Vacant houses are being picked up very rapidly, and consequently there is an increase in rents. None of the estate agents have many empty houses on their hands, and some have applications from more tenants than they can find houses for. It has become rather difficult to secure a house in the more desirable parts of the town, so there will be considerable building in those localities this coming summer.

All the real estate men speak most frankly of the improvement in their business, and will proudly show one their office books and call attention to the few houses they have that are not rented.

His Qualification Not Affected.

A sheriff's sale of the goods and chattels of James Gowanlock, at his printing office, 1266 Queen-street west, is advertised for the 15th inst. His solicitor, Mr. G. G. S. Lindsey, stated yesterday that this circumstance would not affect Mr. Gowanlock's qualification.

Illness of the Harbor Master.

Mr. Morgan Baldwin, the city Harbor Master, has been ill for some weeks past, but on Wednesday received another stroke of paralysis, and last night he was in a critical condition. Dr. McKenzie of Parkdale is in attendance.

Drink Sprudel

With your whiskey. 51

Talk on Business Investments.

A large number of young men, and some few young ladies, assembled in the elegant parlors of the Y.M.C.A. Central Institute, last evening, in attendance at the second of a series of business talks provided by the Educational Committee of the association. Mr. G. T. Fergusson presided. Mr. A. E. Ames was the speaker of the evening and entertained his audience with a short talk on "Business Investments," in which he outlined schemes whereby a young man might set out his smallest savings to an advantage.

Mr. Fred Wilmot of the Q.O.R. Bugle Band has decided to retire after several years of service. Mr. Wilmot has always been most popular with his fellow-bandsmen and his retirement is a matter of sincere regret.

PRFPARATION FOR WAR.

Continued from page 1.

tish Ambassador at St. Petersburg had confirmed the report that Russia was negotiating for the lease of Port Arthur and Ta-Lien-Wan, for the same period and under the same conditions as granted to Germany in the case of Kiao-Chou, and that Russia was also negotiating for the right to construct a railroad from Petuna, on the transManchurian line, to Kwang-Chun-Tzu, Mukden and Port Arthur, but Mr. Curzon explained that Russia did not demand sovereign rights, nor had she threatened to move troops into Manchuria in the event of China's non-compliance with her demands.

Mr. Curzon also denied that Russia and France had protested against the Anglo-German loan to China.

The Naval Estimates.

The First Lord of the Admiralty, the Hon. George J. Goschen, in presenting the naval estimates to-day, pointed out that, with the outlay on naval works, the expenditure amounted to the colossal sum of £25,550,000 ($127,750,000), which, he explained, was even considered inadequate in some quarters. Continuing, Mr. Goschen explained that the navy was in a transitional state, to which many of the admitted deficiencies were due. Moreover, he added, the Government was introducing a series of improvements. The Jubilee display had been great, but they had not reached the ideal standard.

Referring to the Channel squadron, the First Lord of the Admiralty said it was the most powerful ever gathered together, its duties being not only to parade the channel, but to engage in offensive operations in time of war.

Continuing, Mr. Goschen dilated upon the quiet and unostentatious increase of the British fleet in China waters by four vessels from other foreign stations as being an instance of the naval preparedness.

Later, Mr. Goschen said he hoped the Admiralty would not be too hardly pressed to communicate its plans, but he assured the House that in the distribution of cruisers, for instance, the Admiralty had considered carefully the protection of every trade and every food supply route, and he trusted that "if times darken" the Admiralty would have the confidence of the House, and the Admiralty would be found doing its duty.

Plenty of Recruits.

Touching upon the increase in the personnel of the navy, Mr. Goschen said there was no lack of recruits for the navy. In fact, he added, only one in eight boys was accepted, and the supply of stokers was also inexhaustible.

Mr. Goschen also denied that the navy was undermanned, declaring that every vessel which took part in the Jubilee review was as fully manned as it would be in time of war. He admitted there was a paucity of officers, but he explained that would be easily remedied.

Touching on the building program, Mr. Goschen said he would defer furnishing particulars regarding the proposed new warships in order to keep foreigners in the dark concerning their plans; but he could say that the battleships and cruisers would be adapted to the special circumstances which the past year had revealed in various parts of the world.

The Industrial Struggles.

Mr. Goschen then deplored the recent industrial struggles, and appealed for an increase of pay for the British seamen of the merchant marine, saying that if from false economy or impossible conditions on either side, British sailors were ousted by foreigners, then "God help us." He concluded:

"If peace shall again reign in our centres of industry and maritime instincts and of the nation that calls herself mistress of the sea reasserts herself by an increase of merchant seamen, then the nation may look forward in confidence that if there be peace it will be peace with honor, but if war, it must be crowned with victory." [Prolonged cheering.]

Sir William Allen, Radical member for Newcastle-under-Lyne, advocated greater efforts, and moved an amendment that greater provision be made for manning the fleet.

Rear Admiral Lord Charles Beresford, Conservative member for York City, seconding the amendment, urged a large reserve of men, and suggested that Great Britain should buy all the vessels now building in England for other countries.

It is reported in the lobbies this evening that the Russian Imperial ukase, ordering the disbursement of 90,000,000 roubles as extraordinary expenditure for the construction of warships, will cause the Government to make a considerable increase in the naval estimates.

FIRE ON ADELAIDE STREET

An Early Morning Blaze of Mysterious Origin Causes Two Thousand Dollars Damage.

A fire at 109 1-2 Adelaide-street west shortly before 1 o'clock this morning caused $2000 damage. The premises are occupied by the Toronto Can Co., Austin & Boehler proprietors, upstairs, and the Toronto Machine Screw Co., Martin Nelson, proprietor, on the ground floor. How the blaze originated is a mystery, but it seems to have come from a forge in the Screw Company's works, although the firemen seem to think it started on the second floor, where three men were at work until 11 o'clock last night. The building is owned by D. M. Defoe, and the damage to it will be about $500.

The Toronto Can Co.'s loss is about $1000, covered by insurance in the Northern Economical, and British American companies. The damage caused by water to the machinery of the Machine Screw Co. is about $500. Patrol Sergeant Geddes discovered the blaze.

AT THE SESSIONS.

Judge McDougall Decides That the Deputy Clerk Cannot Legally Administer the Oath.

Judge McDougall gave a decision at the Sessions yesterday morning that created something like a furore among those learned in the law. It was to the effect that Allan McLean Howard, jr., who, as deputy clerk, has been administering oaths in the Division Court for a score of years, was not qualified to do so, and that, therefore, in all that time, no witness in that court had actually been sworn.

The decision arose out of the trial of Lawrence Enwright, a 19-year-old lad, on a charge of perjury. In January Miss Rilla Lawrence sued Detective Flynn in the Division Court for board. Enwright was a witness, and later he was charged with perjury. Yesterday, before the case began, his counsel, W. W. Vickers, claimed that Mr. Howard, who had administered the oath to Enwright, was not qualified. He pointed out that he had been appointed Deputy Clerk by Judge Boyd when a county judge, which was clearly beyond the powers given by statute. Judge McDougall agreed with this view, and dismissed the case.

Took the Till and Contents.

The police are looking for a party who went into Mrs. C. C. Ruttan's grocery, 127 Northcote-avenue, and stole the till while Mrs. Ruttan was in a room adjoining the store. The empty money box was found yesterday by a laborer in a lane near by. The thief did not get much money, as the day's receipts had been removed shortly before the robbery occurred.

New Woolens for Spring.

Two or three hundred suit lengths, most stylish woollens, no two alike, are on view this week at Henry A. Taylor's, draper, the Rossin Block, and gentlemen have the privilege of selecting and having put aside until desired to have made up.

FOSTER ON YUKON BILL.

Continued From Page 1.

try. Then, there were Sir Wilfrid's mistakes in unpatriotically denouncing and renouncing our rights to protect our Atlantic fisheries, and in Boston declaiming his preference for the American dollar over the British shilling. This Mann-McKenzie contract was a similar blunder.

Cowardice at the Bottom of It.

Proceeding, Mr. Foster quoted from the records to show how specious was the plea that this responsibility was suddenly thrust upon the Government. He pointed out that in October of 1896 the House gave Mr. Sifton an appropriation to survey the Teslin Lake route, but the surveys, completed as they were on Oct. 27 last, should have given the Government three months in which to have asked for tenders, and met Parliament on Jan. 1 with the propositions obtainable. But it was the cowardice of the Government that prompted them to this particular bargain. In face of their protestations of economy they had tried to put through the Drummond County deal, involving a capital expenditure of seven millions of dollars. After putting through the Crow's Nest Pass deal, with its expenditure of two millions; after increasing the expenditure on current account to the largest amount on record, the Government did not dare to ask for one or two millions to develop the great Yukon country. And so they resorted to the subterfuge, as silly as it would prove expensive, of having this work done at the expense of alienating nine-tenths of the gold lands of the country. This blanketing of the placer and alluvial gold resources and handing it over to a monopoly was an expedient altogether unheard of in the annals of Anglo-Saxon government. [Cheers.]

Robbing the Multitude.

It was simply robbing the multitude of their inheritance to put in the pockets of a few monopolists. It was the height of folly and extravagance to give one foot of picked gold lands for building this line. They should be saved for the people of the country and cash paid for the building of the line itself. [Hear, hear]. From a party standpoint he might have preferred to see this proposal go through, as retribution would surely follow when the young men of Canada found that their birthright had been given to Mann and McKenzie. The people of Canada would surely demand a reckoning with the Government. One consideration, however, forbade the passage of the bill, viz., That if once done it was irrevocable. [Hear, hear.] Hence the Conservatives would use their best efforts to defeat this measure. The Government had brought down this proposal without foreseeing the international difficulties. Those difficulties existed, so much so that the proposition before the House now was only a partial scheme.

Passenger and Freight Tolls.

The Government owed it to the House and to the country to state what the maximum of the tolls and freight would be. At 10 cents per mile for a passenger rate and $50 per ton for freight, with 20,000 passengers going in and out, and allowing $600,000 for working expenses, the profits to this year would be $700,000.

This tremendous profit would be derived in an expenditure estimated by Mr. Jennings at $2,750,000. On the assumption that 50,000 passengers and 50,000 tons of freight would be carried, the profit this year would be $3,100,000. He insisted that the Government should announce what the tolls were to be. [Hear, hear].

By means of bonds and mortgages on the mileage of the road the contractors could raise more than sufficient to pay the outlay and a handsome molety besides. Then there were the monopoly clauses of powers to build branch lines, and the timber in addition to the gold lands. The Government pretended the railway would give the facilities for keeping order. He took exception to that. From Canada would go large numbers of Canadians, all law-abiding citizens; young Englishmen crowded with the spirit of law and order; prospectors from Australasia, well acquainted with mining laws, and from the United States bands of men well intentioned for their own selfishness. We had already 270 mounted police in there, or on the way thither, and 200 soldiers shortly to be sent in, not to wait till after the road was built. So that before the road was half built we would have 400 men in. Surely, that was sufficient, and all this talk of the road being necessary for the preservation of law and order was but a false pretense to get this deal through [Hear! Hear!] In summer the 50,000 men who would go in there would be scattered. All through the prospectable area hard working earnest men would be law unto themselves. Most of them would come out in the winter and those who remained would be gathered at the one or two posts, where surely 400 men would be sufficient to maintain law and order.

The Matter of Supplies.

Again, was he going to wait till Mann and McKenzie had their road built even to get in their supplies? No; the Government would not take the risk. The House was appealed to on humane grounds to vote for this secret bargain to prevent starvation. By what right did the Government say to incomers: "You needn't mind your supplies; there will be lots to buy in the Yukon?" If people did so, and, as a result, there should be starvation next winter, the guilt would lie at the door of the Government that advertised in its queer way to the world that this railway would be built in time to get in supplies. But it would be found that 1,920 miles of those who went in there to remain all winter would take their year's provisions with them. [Hear! Hear!] This plea of the "Canadian route" was equally insincere and hollow with the pretense that the road was going to save the Yukon trade to Canada. And at the outset he would say that if the Government had searched the whole coast they could not have got a more disadvantageous route than the Stikine-Teslin route for the transportation of heavy freight.

"As your honored leader has conclusively shown," sneered Sir Richard Cartwright.

"My honored leader," retorted Mr. Foster, "is quite able to take care of himself, and of the Minister of Trade and Commerce, too. We are not so far apart as this our difference of opinion is not any greater than the honorable gentleman on this side of the House claims it as his right to hold. [Applause.]

Not Distribution, But Production.

It was not in the distribution but in the production of supplies that most money would come. As Mr. Oliver had said, the Union supplies would be provisions, and mining camps were proverbially lavish in the use of provisions. And owing to the relative nearness of Oregon and Washington, much of the live stock and other provisions would go from there rather than from Monitoba and the Territories.

"That sounds more like the argument from a Tacoma paper," observed Sir Louis Davies.

"That," answered Mr. Foster, "is the hon. gentleman's last resort, dragging the changes on the patriotic theme. But I can assure him that will never stop an argument of mine made on a business basis."

The Edmonton Route.

There could be no doubt that the route that would compel the purchase of supplies in Canada was the Edmonton route. That was the permanent route which it would pay Canada to put her good money into, for if the Yukon was half as rich as the officials said it was there was the greatest market that could be found for the agricultural products of the Northwest. Then it behoved the country not to squander its wealth in temporary expedients in the way of transportation. If there was going to be trouble with the United States at Wrangel, so there would be at Dyea, Skaguay and St. Michael. If not at Wrangel, then neither at the other ports. Indeed, there were customs arrangements now at Dyea and Skaguay. If the United States purposed to squeeze Canada they would do it at one place as well as another. "But," added Mr. Foster, "I am not yet going to lose the hope that the United States, in its executive government, will in the end come to a modus vivendi which shall be agreeable to both Canada and the United States."

Superior Routes.

So that we might as well, on that score, have a railway from Dyea, Skaguay or Pyramid Harbor as from Teslin, and, as everybody admitted, as a commercial line one from either of these points was immeasurably superior, being open the year round and leading into the heart of the country. Even Mann and McKenzie preferred that route. The Stikine route could not compare with it. Moreover, to reach the latter, Wrangel being on the Portland Canal, we have to pass through indisputable United States territory; while, according to our interpretation of the treaty, Dyea and Skaguay, being on the Lynn Canal, should be ours.

The Other Offer.

He quoted from Sir Wilfrid Laurier's reference to the new company, which came forward with a new offer while the C.P.R. syndicate contract was under consideration in 1881, to the effect that if the offer was a proposition of the Opposition, the country was under obligation for it, and that if the Government doubted the standing of the company they should put the company to the test. And Mr. Foster added that the Government had now under their hand an offer to build the railway for one million acres of land, as against the four millions it was proposed to give Mann and McKenzie, and a railway via the Dalton trail, the only real commercial route, thrown in for less than half the Mann-McKenzie subsidy. Did the Government consider the Hamilton Smith offer a scheme of the Opposition? Then, to use Sir Wilfrid Laurier's own words, let the Government put them to the test. [Hear, hear.] Not by a private telegram promised one day and the next day withheld, a telegram which did a grievous harm to a gentleman who should have been treated as a gentleman, and to the honor of a Minister of the Crown. But let Sir Wilfrid, instead of sending a winding and tortuous telegram to Lord Strathcona, containing matter which he dare not make public, send a straight telegram to London and enquire as to the company's financial standing. Then, the answer being satisfactory, would he abide by his own principle as laid down in the speech just quoted? No. He would eat his own words as he had done before, for had not the Right Hon. Premier broken his promises until his record on that score had become a byword in the country. [Hear, hear.]

"What public pledge," he added, "has he made that he has not gone back on? And even a private pledge that he gave across the floor of the House, knowing very well every condition of it, when he wakes up the next day he comes in and repudiates, and says he will keep his honor in his own charge."

Mr. Foster, proceeding, showed that if Messrs. Mann and McKenzie only got 5000 claims out of these 5000 square miles, it would mean a loss to the country of $757,000 a year, as compared with the revenue that would be paid by individual miners; for taking a party of five to the paying claim they would pay in licenses, claim fees and royalties that much more than the contractors would.

Some Suggestions.

"And now, sir," said Mr. Foster, in conclusion, "I have finished what I had to say. If I may be allowed to offer a bit of advice, I would say that the Ministry had better now stop for a moment and take stock of the situation and see what is the best thing to do under the circumstances. My own opinion is that something like this would be best: Go to work under the present conditions while the urgency is passed for the present year, use your means of having investigations as to all the different routes possible into that country; go slowly, go only to the extent of what is necessary, as a wagon road across that Stikine passage if you please and a wagon road from Edmonton north, and make the Government a question on the solution of which the future of Canada so much depends. Leave it to a time when you have sufficient data to act upon the information you can come to a fair conclusion as to what the permanent roadway should be, and then place Canada's contribution to the opening up of that country and Canadian trade cheerfully on that line, and keep for Canada the greatest benefits that are possible to accrue from the rich blessings in the shape of gold lands that Providence has given to us in the great North." [Cheers].

The discussion was continued by Messrs. Charlton, Sproule and McMillan.

Then Sir Charles Tupper rose, and was speaking when the hour for going to press arrived. It was expected the Premier would follow, and that a vote would be reached this morning.

THE SUDBURY-TORONTO LINE

General Manager Hays Replies to the Toronto Board of Trade.

Says That Existing Facilities are Sufficient—Objects to an Unnecessary and Parallel Line—What the Wabash Railway Proposes—Better Transport Facilities.

Mr. E. A. Wills, secretary of the Board of Trade, has received the following communication from General Manager Hays regarding the line which the Canadian Pacific Railway propose building from Sudbury to Toronto:

Montreal, March 9, 1898.

My Dear Sir,—Your favor of the 26th ultimo, with copy of the report of the Railway and Transportation Committee of the Council of your Board, relative to our former communication, has been duly received.

I note that of the several distinct issues embraced in the general question of better transportation facilities for Toronto, your committee feel it within the scope of their duties to deal with but two, viz., the possibility of availing of a railway running connection with the Canadian Pacific via North Bay and the proposed Sudbury-Toronto line via Parry Sound.

As to the first, your committee has been informed as to the questions in controversy, and will appreciate the fact that their settlement is necessarily matter of negotiation between the two railway companies. Other issues have since arisen in which this company is not so largely interested but which tend to complicate the situation. I can assure you, however, that every reasonable effort shall be made on our part to restore at an early day the interrupted interchange between the two railways at North Bay. The Grand Trunk has no conditions to exact relative to this interchange other than those recognized in railroad practice as proper and usually accorded connecting lines, always subject—as I have before stated—to the decision of disinterested competent arbitration, where we are unable to agree.

Your committee has expressed no desire that the North Bay route should be the exclusive route from Toronto and Ontario to the Northwest, presumably preferring the competitive advantages, if such exist, to be derived from alternative routes. As it has, however, been stated that the inclinations of the Grand Trunk were to work the traffic altogether via its longer route, it may not be out of place for me to state here that we have been, and are still, quite willing to make one of the provisions of any agreement a condition that at least one-half of the controllable business originating on the line of the Grand Trunk system shall be forwarded via the North Bay gateway.

Referring to the proposed Sudbury-Toronto line via Parry Sound, as a means of developing the business with the Northwest, existing facilities are quite sufficient to take care of all the traffic that can be produced for many years to come. The building of an unnecessary and parallel line through an unproductive local territory will not bring any new business to Toronto, nor change conditions which now work to her disadvantage. If it be to the interest of the company originating the traffic to seek a longer haul, the fact that there is a parallel means of access to Toronto from the same territory does not of itself constitute a sufficient incentive to deflect the traffic. New business can only be obtained by reaching into, making tributary to and dependent upon Toronto, territory not now supplied with transportation facilities.

With renewed assurances of the desire and willingness of the Grand Trunk Railway to co-operate to the fullest extent possible in bringing about the results sought by your committee, I am, very truly yours,

(Signed) Chas. M. Hays.

Improvements on the Wabash.

The officials of the Wabash Railway have just made an inspection of the line recently leased from the Grand Trunk. Among those who went over the line were: Mr. James Ramsey, vice-president of the road; H. L. Magee, general superintendent; C. S. Crane, general passenger agent; Mr. Robins, division superintendent; Mr. Jones, joint superintendent, and Mr. J. A. Richardson, Canadian passenger agent. After inspecting the road it was decided to make many improvements, among which is to be the relaying of 160 miles of track with 80-lb rails. With its new line through Ontario the Wabash will be the shortest route between Buffalo and Chicago, and when the new rails are laid the Wabash expects to make the fastest run between these two points.

After June 1 the passenger service will be transferred from the route via London and Hamilton to the air line. This will be three trains each way daily. The headquarters of the road is to be at St. Thomas and the crews are to be entirely of Canadians, and all repairs of the rolling stock and such like work are to be done in Canada. The Wabash will do a large freight business over the road. Already there have been four to five hundred cars handled in a single day. The lease of the Grand Trunk is for twenty-one years, and it is understood that the rental is $250,000 a year.

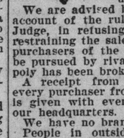
In making the official trip over the line the other day a speed of 68 miles an hour was attained, showing what is possible when the roadbed is put in better condition and heavier rails are laid.

Mr. Leitch Stricken by Paralysis.

London, Ont., March 10.—While seated on a bench at the railway station at Glencoe last night, John Leitch, ex-Reeve of the village, suffered a paralytic stroke and is now in a dying condition. John Leitch is a prominent Conservative, and four years ago opposed Hon. G. W. Ross in West Middlesex. At the time he was Warden of the county and Reeve of Glencoe. There is no improvement in his condition to-night.

Miss Jessie Alexander leaves to-day for the Pacific Coast, going direct to San Francisco. She will fill, on her return journey, concert engagements to be arranged by her manager, Mr. W. W. Alexander, who accompanies her.

NOTICE TO THE PUBLIC.



We have proof of a number of unprincipled men selling to the public a cheap, trashy lamp as a VICTOR, and going so far as giving a guarantee on agents' order slip. We are prosecuting all such impostors.

Get your receipt direct from the house, signed by us. Insist on this.

We are advised by our solicitors that, on account of the ruling of a Superior Court Judge, in refusing to grant an injunction restraining the sale of the "Victor" Mantle purchasers of the "Victor" Mantle cannot be pursued by rival concerns, whose monopoly has been broken by us.

A receipt from this company protects every purchaser from annoyance. A receipt is given with every lamp purchased from our headquarters. Buy only the VICTOR.

We have no branch stores.

People in outside towns are especially warned against being imposed on.

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J. BRENNAN, (Manager).

84 Billing-street west, Toronto.

Agents wanted.

WARDNER

Town, situated on the Crow's Nest Pass railroad, East Kootenay, British Columbia, will be the great smelting town of the Kootenays. For lots apply to

H. S. MARA, 5 Toronto-street.

WARDNER

will be the great wholesale and commercial city of British Columbia. Now is the chance to secure a lot that you will easily double your money in before next July.

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will be less than four days' rail from Toronto when the Crow's Nest Pass road is completed. Surprising how fast this town has gone ahead. For full particulars apply to

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is the coming city of the West, and will be the place to keep in touch with mining interests. I am in a position to quote close prices for lots. The early bird catches the worm.

H. S. MARA, 5 Toronto-street.

WARDNER

offers the best business opportunities in British Columbia. Call and get particulars, prices of lots and terms.

H. S. MARA, 5 Toronto-street.

WARDNER

is where the Crow's Nest Pass road crosses the Kootenay River. As a town, its progress is wonderful and will continue to grow. Lots for sale.

H. S. MARA, 5 Toronto-street.

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Organic Weakness, Failing Memory, Lack of Energy, permanently cured by

Hazelton's Vitalizer

Also Nervous Debility, Dimness of Sight, Stunted Development, Loss of Power, Pains in the Back, Night Emissions, Dyspepsia, Seminal Losses, Excessive Indulgence, Drain in Urine and all ailments brought on by Youthful Folly. Call or address, enclosing 3c stamp for treatise,

J. E. HAZELTON,

Graduated Pharmacist, 308 Yonge-street, Toronto, Ont.

Biliousness

is caused by torpid liver, which prevents digestion and permits food to ferment and putrify in the stomach. Then follow dizziness, headache, insomnia, nervousness, and, if not relieved, bilious fever or blood poisoning. Hood's Pills stimulate the stomach, rouse the liver, cure headache, dizziness, constipation, etc. 25 cents. Sold by all druggists. The only Pills to take with Hood's Sarsaparilla.

Hood's Pills

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HELP WANTED.

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WANTED—GOOD GENERAL FARM hand. Apply T. Stoddard, Ferguson's Office, McKinnon Building, Melinda-street, Saturday, 10 a.m.

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DETECTIVE HUCKLE PAYS SPECIAL attention to adjusting matrimonial difficulties; consultation free; strictest confidence maintained. Chief office, 81 King-street east.

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GOOD CARRIAGE SHOP, DWELLING house and orchard of choice fruit in the village of Malvern, York County. Capt. G. Kean, Malvern.

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SITUATIONS WANTED.

BLACKSMITH WANTS EMPLOYMENT—Will go to gold regions; expert on steel. Apply C. S., Islington, Ont.

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AWNINGS, TENTS, WINDOW SHADES, wagon covers; tents for Klondike. W. G. Black, 133 King east.

BICYCLES—IF YOU WISH A GOOD wheel cheap, do not buy until you call at 211 Yonge-street, opposite Albert; 45 makes represented. Ellsworth & Munson.

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BICYCLES STORED—MONEY ADvanced. Ellsworth & Munson, 211 Yonge

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A GENERAL STORE AND STOCK, good buildings; large garden in fruit. For particulars apply Thomas Langton, Lowville.

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ONTARIO VETERINARY COLLEGE, Limited. Temperance-street, Toronto, Canada. Affiliated with the University of Toronto. Session begins in October.

F. A. CAMPBELL, VETERINARY SURgeon, 97 Bay-street. Specialist in diseases of dogs. Telephone 141.

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DR. COOK, THROAT AND LUNGS, Consumption, Bronchitis and Catarrh specially treated by medical inhalations. 90 College-street, Toronto.

DR. SPROULE, B. A. (DUBLIN UNIversity, Ireland), specialist medical electricity. 93 Carlton-street, Toronto. Telephone 171.

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FRANK W. MACLEAN, BARRISTER, Solicitor, Notary, etc., 40 Victoria-street. Money to loan.

J. E. HANSFORD, LL.D., BARRISTER, Solicitor, Notary Public, 18 and 20 King-street west. tf

KILMER & IRVING, BARRISTERS, Solicitors, etc., 10 King-street west, Toronto. George H. Kilmer. W. H. Irving.

LOBB & BAIRD, BARRISTERS, SOLicitors, Patent Attorneys, etc., 9 Quebec Bank Chambers, King-street east, corner Toronto-street, Toronto; money to loan. Arthur F. Lobb, James Baird.

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HOME AND SCHOOL FOR STAMMERers—having added an "Educational Department" with our school for speech correction, we have placed this department under the supervision of a properly certificated teacher of experience and ability; are now in a position to accept children for the cure of stammering and general school work. Adults may take course if they wish. For particulars apply to principal, W. Bate, 392 College-street Toronto. 205

HOTELS.

WHEN IN BUFFALO, STOP AT THE Richelieu Hotel, 30 East Swan-street, $2 per day. Special rates to Canadians. Moore & Brown, Proprietors.

ALBION HOTEL, JARVIS-STREET. Terms, $1.00 to $1.50 a day. Take Parliament-street cars to East Market-Square; all conveniences, accomodation for 300 guests. Special rates to weekly boarders. John Holderness, Proprietor.

THE GRAND UNION, COR. FRONT and Simcoe-streets; terms $2 per day. Charles A. Campbell, Proprietor.

ROSEDALE HOTEL—BEST DOLLAR A day house in Toronto; special rates to winter boarders; stable accommodation for 100 horses. John S. Elliott, Prop.

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