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Yesterday

5-1 TO-DAY 5-1

Here is one to-day, boys, that

Word from our man says this "trick" will go through sure, and I want every man who has ever

I want every man who has ever played a racehorse, to get in without fail.

Start to-day and get a winner.

\$1 daily_TERMS_\$5 weekly.

Jungle Queen, Easter Roses and Galene Gale also ran. SECOND RACE-Selling, 6 furlongs : 1. Gypsy Heng, 110 (Taplin), 17 to 10. 2. St. Avon, 112 (Rettig), 3 to 1. Time 1.14 1-5. Deneen, St. Francis, Bel-mere, Nebulosus, Miltary Man and Bal Reed also ran. THIRD RACE-Selling, 1 1-16 miles : 1. The Peer, 92 (Ross), 11 to 5. 2. Cowen, 88 (Glass), 5 to 1. 3. Rubric, 109 (Butler), 11 to 5. 2. Cowen, 88 (Glass), 5 to 1. 3. Rubric, 109 (Butler), 11 to 5. 2. Cowen, 88 (Glass), 5 to 1. 3. Rubric, 109 (Butler), 11 to 2. Time 1.463-5. Keep Moving, Yankee Daughter, Bishop D., Netting and St. Modane also ran. FOURTH RACE-The Wildfire Stakes, 6½ furlongs, selling : 1. Roorar Bed 114 (Rettig), 13 to 5.

FOURTH RACE—The Wildfire Stakes, 6½ furlongs, selling: 1. Booger Red, 114 (Rettig), 13 to 5. 2. Smiley Corbett, 122 (Mentry), 8 to 1. 3. Berry Maid, 118 (Lee), 23 to 5. Time 1.07 3-5. Blagg, Pajaorita, Mad-man and the Belle of Shandodn also ran. FIFTH RACE—Selling, 11-16 miles: 1. Fantastic, 109 (Burton), 2 to 1. 2. Cadichon, 114 (Archibald), even. 3. Gene Russell, 105 (Walsh), 10 to 1. Time 1.49 1-5. Cambyses, Springban, Eckersall Carmelina, Captain Hale, Bra-voure and Wilmore also ran. SIXTH RACE—Selling, 7 furlongs: 1. Banposal, 110 (Mentry), 10 to 1. 2. The Mist, 109 (Rettig), 11 to 5. 3. Adena, 105 (Walsh), 9 to 12 Time 1.28 1-5. Import, Erbert, Hoyle, Oesa, El Picaro, Severus, J. C. Core, Ex-chequer and Romanoff also ran.

The World's Selections BY CENTAUR -Oakland-FIRST RACE-Osorine, Tollbox, Little

SECOND RACE-Indian Maid, Gerando, THIRD RACE-A Muskoday, Henry O. FOURTH RACE-Stanley Nay, Rose FIFTH RACE-Dareington, Figent, Des SIXTH RACE-Gemmell, Fanatic, Bell

-Los Angeles-FIRST RACE-Henry of Shennamere, Grey Owl, Gene Wood. SECOND RACE-Sureget, Frank G. Hogan, Medallion. THIRD RACE – Elizabeth Harwood Belle of Brass, Otilo. FOURTH RACE-Malthie, Vox Populi, FIFTH RACE-Cloyne, County Clerk SIXTH RACE - Sibari, Sink Spring. Third Rail. SEVENTH RACE-Bat Masterson, Lady Irma, Tom McGrath.

To-Day's Entries

Los Augeles Card. LOS ANGELES, March 16.—Entries for Vednesday are as follows: FIRST RACE—Seiling, 6 furlongs: Grey Owl. Astral II. SECOND RACE-Purse, 2-year-olds,

urlongs:107 Sureget Medalli Inclement Eliz. Harwood Uncle Jim......119 Servicence Asmerito.......109 Billy Bodemer

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 109
 Billy Bodenet

 FOURTH BACE—The St. Patrick's Day

 Handicap, 1 mile:

 Vox Populi
 112
 Czar

 Ed. T. Fryer.
 103
 Glorio
 90

 Maltbie.
 107
 Glorio
 106

Col: Bob......114 Weather clear. Track fast. Cakland Program. OAKLAND, March 16.-Entries for Wed-nesday are as follows: FIRST RACE-6 furlongs, selling: ois Temps.....114 Listowel .108 Apto Oro Altamor .106 Tollbox ... 101 Little Siss

course, selling

Osorine

Ace of Diamonds..101

SECOND RACE-4 furlongs:



They're back again, those good old days of wheeling-Coming back stronger if one may judge from last year's record.

And why not? Ask yourself. Weren't you healthier everyway than you are to-day? Didn't your meal feel more comfortable, and the joy of living greater than what you've experienced since?

Bicycling brought you into the sunshine of the fresh country and entertainingly gave you the exercise necessary in your sedentary life.

And why not again with a new wheel replete with all those modern improvements that have made the new







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"Silver-Ribbon Massey"

The Silver-Ribbon Massey is a "Pullman" compared to the "day coach" of bicycling.

Write to-day for the catalogue-Test the new features.

The Hercules Coaster Brake is the latest and greatest of coaster brakes. It has no side arm-can be taken out and replaced in any bicycle in one-third of the time required by the other kind.

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		A .	151 Bay St.

droll soito voco, "and we shall prob-ably make some more." * Canals Cost More. Passing a comparison between the canals, which are to the western pro-vinces what the LC.R. is to the Mari-time Provinces, the minister figured out that the net cost to the country for interest, maintenance, etc., of can-als last year was \$1,233,652 more than als last year was \$1,233,652 more than one had said that the rates on the one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one had said that the rates on the continent," said Mr. Graham. Some one continent," said Mr. Graham. Some one continent," said Mr. Graham. Some one continent," said Mr. Graham. So

necessary to do anything with the

I.C.R. were only one-fifth of a cent per tion per mile lower than the other roads, but he did not stop to think that one-fifth meant \$2,000,000 a vear to the railway. In the past year, traf-fic had fallen off very materially Other reads had experienced the same fall-ing off, but they had kept expendi-tures within the receipts by reducing wages. A He characterized as absurd the com-parison with other roads as to the umber of men employed per mile, without reference to the earnings, see-ing that other railways earned four times as much per mile as the LC.R. As a matter of fact the I.C.R. was a laughing stock because of the unne-cessary mumber of men employed. "Why," said Mr. Haggart, "when I was minister I found them so numer-ous that I dismissed 1200 at Moneton

until it was hooked up with a trans-continental railway. The net decrease in earnings up to Dec. 31 was \$537,465, and the net de-ficit \$436,854. That was for nine months. Mr. Foster said it was impossible to figure out the difficit till the house gets the capital expenditures. "May Have to Lense. "He has deficit on the brain. 1 He

gets the capital expenditures. May Have to Lease. "He has deficit on the brain. He has been so accustomed to deficits all his life the can't think of anything else," strict Mr. Graham, and discussed the effect of the completion of the G. T. P. on the earrings of the LC.R. Unless some arrangement by which the Intercolonial might become the outlet T. P. on the earlings of the field, Unless some arrangement by which the Intercolonial might become the outlet for some of the Transcontinental traf-fic were made it would become a local road merely. The base is the state of the other rail-fic were made it would become a local road merely. T. P. on the earlings of the field up to one of the other rail-thas been hocked up too much to political pull and patronage," he said, "and not enough booked up to ordin-the base methods."

The view that either some branch lines must be acquired to serve as feeders, attitude of the opposition in 1903 when the view that either some branch lines must be acquired to serve as feeders, the province to serve as feeders.

must be acquired to serve as feeders, attitude of the opposition in 1903 when that would have traffic for it. "The minister talks about the rates being too low," said Mr. Haggart. "I want to tell him that when I was min-ister of railways, we had offers from corporations to take it over with a guarantee to operate without raising.

guarantee to operate without raising the rates, and it is to be remembered that since then Mr. Blair has consid-erably increased the rates on the I.C.R." Mr. Haggart figured out that since its inception, the I.C.R., including time word "commission," but he did

ccidental & Oriental Steamship Co. and Toyo Kisen Kaisha Co. awaii, Jacan, China, Philippine Islands, Straits Settlements, India and Australia.

SAILINGS FROM SAN FRANCISCO March 15 March 26 For rates of passage and full parti-culars, apply R. M. MELVILLE, Canadian Passenger Agent, Toronto. 1-3-6



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are lower than rates in any other part of the country, then it's a very great wrong to the people of Ontario," said

"What about your canals?" asked

"Well," was the reply, "if the good old Province of Ontario wants to have

(à la Quina du Pérou)

INSOMNIA Dr. J. F. ELLIS Member of Nova Scotia Legislative Assembly for Guysboro County.

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Wilson's Invalids' Port, a combination of pure Oporto Wine and Cinchona Bark, is one of the best nerve tonics known to the Medical Profession. Its use will not only cure sleep-lessness but allay irri-

ability and all forms of nervous depression. Ask YOUR Doctor.

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