Spiff

If you would have your little boys dressed with the best and newest idea—try a Buster Brown Suit. The cut at the top of this ad is an exact copy of our latest style at 4.50, 5.00, 6.00 and 6.50—Pants have the elastic or bloomer bottoms and the whole suit is very spiff—buy a Buster and buy it from us.

BREWERY WORKERS AND PAINTERS

Disagreements With Employers Probable in Both Bodies.

The Painters' Union last night initiated twenty-five members. This is the commencement to a campaign of organization preparatory to making a demand on the bosses for an increase. Last year about this time they made a year's agreement with the employers for a scale of 35 cents an hour. Shortly after the busy season passed they were reduced to the old scale and the shops in the Master Painters' Association declared open. It was in reality a lockout. After six weeks' idleness, the men decided to return to work at the figure offered. But since then they have been preparing to "get back," and it is altogether likely a demand will be made the end of May. In fact, it may come any day, as the union point out they have no agreement now. It was stated last night that the number of union painters exceeded that of last year, and many more were expected before the day upon which the demand will be made.

Unless a very different attitude is taken by the Brewers' Association before May 1, the employes will go on strike. This was the substance of a statement made by one of the most prominent members of the Brewery Workers' Union to The World last night, after their meeting in Richmond Hall. The greatest indifference is said to be shown by the brewers in the matter of considering demands. In fact, it is said that instead of increasing the pay of their employes, the brewers were seriously considering the advisability of reducing those of some departments. The tone of the meeting last night was particularly hostile. They point out that they are the poorest paid body of brewery workers among organized labor. The bottlers are at present receiving $9 a week. They want a flat rate of $10, and an increase this year of 12 1-2 per cent. The drivers and other men who receive $11 at present want a raise to $13.25.

CALL !! IT COMES

Every first-class hotel has Grape-Nuts in the kitchen for guests that WILL HAVE IT.

It is sometimes left off the menu, for it costs something, and the proprietor had rather serve some less known food that is given to him free for the privilege of being named on the menu.

However, if one likes Grape-Nuts predigested food and values the feeling of strong, vigorous life that comes with its use, call and it comes.

IN THE HOUSE OF COMMONS

Continued From Page 1.

carelessly, so recklessly was the contract drawn that within a month after the prorogation of parliament, it was found that while the country was bound, the company was not and the contract was at an end. Much had been said of the company's bona fides, of its unsullied reputation, yet it failed to perform the first act which would have proved its good faith. The government had been placed in a humiliating position. It had rushed into a contract which when it suited the purposes of the company became abortive. Mr. Clarke then showed how the Grand Trunk Pacific Railway Company was backed in its desire to build westward from North Bay. It was obliged to undertake to build to Quebec. Then it found that other political interests had to be reckoned with, and the Quebec-Moncton branch was the action. This Moncton end of the project, according to the member for Annapolis, was due to the influence of the Maritime Provinces, and was evidently founded on the theory that the government might as well be hanged for a sheep as a lamb. Mr. Clarke exposed the absurdity of the argument that the eastern section became necessary thru fear of the abrogation of the bonding privilege.

When It Came Up.

"The bonding privilege bogey," he said, was not thought of till the government for political reasons conceived the Winnipeg-Moncton branch. Mr. Clarke ridiculed the alleged information supplied by the government in regard to the country between Quebec and Winnipeg. That was proved by the first minister's quotations from narratives of Father Albanal and other explorers whose explorations were a couple of centuries old. It was a very lame defence of the country, and was no more important than other extracts which Mr. Clarke read, telling about the bears "catching fish first with one paw and then with the other." The premier might also have said that it was a great country for angling.

The evidence upon which Mr. Sifton based his strongest plea for a railway was obtained from the Grand Trunk, who were so anxious to rush this railway thru, yet had not patriotism enough to employ Canadians in making their surveys.

Fake Explained.

Mr. Clarke observed that Mr. Osler had been berated for having used in the heat of debate the word "fake" in connection with the government's proposal. Now the definition of "fake" in Webster's was "a religious ascetic, an Oriental begging monk." Certainly none of the gentlemen connected with the Grand Trunk could be called a religious ascetic, but as to whether they could be called Oriental begging monks or not certainly they had been successful in begging large subsidies from the government. The new definition of fake might well, however, be applied to such statements as the government announcement in The Toronto Globe in December last that the only difference between the government and the Grand Trunk was that the latter for convenience deposited bonds instead of cash as the guarantee provided for in last year's contract.

As a matter of fact there were grave differences as the new contract showed, so that the official statement of last December was calculated to deceive and was therefore "fake." The statement of the president of the Grand Trunk to his shareholders was that the liability of the company was 15 millions. The statement of Sir Wilfrid Laurier and of Mr. Fielding was that the liability of the government under this contract was $13,000,000. Now this railway is to be 3400 miles long, the government was to build 1900 miles of it and guarantee three-fourths of the cost of the remaining 1500 miles, the Grand Trunk Railway being liable for only one-fourth. This statement of Sir Charles Rivers-Wilson showed the manifest absurdity of the ministers estimates and proved the moderation of Mr. Borden's estimate that the Grand Trunk Pacific would cost the country from $150,000,000 to $175,000,000.

Defended Mr. Osler.

Mr. Clarke vigorously defended Mr. Osler against the insinuations from the government side that he had lost his independence to the interests of a C.P.R. director, pointing out that Mr. Osler had not opposed, but rather favored the extension of the Grand Trunk Railway into the Northwest, and that yet he had been maligned while Lord Strathcona, Sir Thomas Shaughnessy and Sir Sandford Fleming, also directors, had been honored by the government, while Sir William Van Horne had been offered the chairmanship of the proposed transportation commission, and because he could not accept the government had not appointed the commission.

Referring to the speeches of B. Russell and F. B. Wade, Mr. Clarke said those two gentlemen who valiantly avowed they were ready for the fray on the issue of the government's railway policy were both slated for positions on the bench as soon as the smoke of the prorogation guns has cleared away.

Mr. Clarke said the opposition leader was being misrepresented before the people of the Maritime Provinces and before the people of the west. He was being pictured as the author of a policy inimical to these portions of the Dominion. This policy of misrepresentation, Mr. Clarke energetically condemned. He quoted from speeches made by the leader of the opposition to show that Mr. Borden had most friendly intentions towards the Canadian west.

Quoting from speeches made two years ago by Mr. Emmerson, Mr. Clarke made it clear that the new minister of railways is strongly in favor of extending the Intercolonial Railway to the Pacific Ocean.

Mr. Bell of Pictou then reviewed the reasons which the government had given for rushing into a contract with the Grand Trunk Pacific Railway Company, and effectively disposed of them. He said the bonding privileges were not threatened; that, in fact, they were never so secure, since they conferred far more benefits on the United States than on Canada.

Mr. Bell designated the scheme as a railway project of a decidedly political character. It would never carry grain to St. John, seeing that with the two lines terminating there practically none was carried to-day. The Grand Trunk management declared that it cost four and a half times as much to carry grain as the I.C.R. had received for carrying wheat to St. John and Halifax.

On the transcontinental railway project, the minister of railways had been absent from the house to explain the extraordinary change in his position. It was a spectacle which should not be witnessed in this house. Mr. Clarke argued that the expectation of the Grand Trunk Pacific was based entirely on the traffic it would get from grain sent down to Halifax and St. John to make up light cargoes. Every bushel of wheat so carried would injure the intercolonial Railway.

Continued Condemnation.

After recess Mr. Clarke continued to condemn the scheme. It would saddle $60,000,000 obligation on Ontario. Would it not be better, he asked, to assume liability for $6,000,000 more and have a transcontinental railway, owned, and, if necessary, operated by the country? What advantage would the country derive fro mthe Grand Trunk Pacific that would not follow Mr. Borden's alternative scheme. Mr. Clarke emphasized the point that no appeal had been made to the people.

Mr. Clarke concluded by moving the following amendment: "That the bill is intended to ratify and confirm agreements providing for the construction of a transcontinental railway system, a large portion of which is to become the property of a railway corporation to

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For the Horse Show.

Have just passed into stock a splendid range of these goods, $1.25, $1.50 to $2.50. Glad to have you take a look.

JEFFERY & PURVIS
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whom the remaining portion is to be leased for fifty years on terms burdensome to the country. That under the proposed agreements Canada must incur enormous obligations, both direct and by guarantee, while the obligation assumed by the other guarantee is comparatively small. The house believes that before committing the country to such enormous obligations the government cught first to submit to the people the whole question, and especially the question whether Canada should not rather assume the entire obligation and this own and control the entire proposed line of railway from the Atlantic to the Pacific."

Following the submission of Mr. Clarke's amendment to the house, a misunderstanding occurred which strongly impaired the opposition's friendly relations with Mr. Speaker. When the Speaker called for the "ayes" there was an almost inaudible response from the Conservative benches.

The call for the "nays" brought but a slightly more distinct response from the government side of the house.

Hard of Hearing.

A number of Conservatives stood up to signify their desire for a division, but Speaker Belcourt took the extraordinary position that no division could be taken, the motion having been declared lost. He explained that when he called for the "ayes" he had heard no response.

Then disorder reigned for several minutes. Some other opposition members declared that they had voted. Speaker Belcourt stood his ground, and refusing to yield under pressure, R. L. Borden moved the adjournment of the house for the purpose of discussing the Speaker's conduct.

"Such a course," said Mr. Borden, "I have never seen before pursued by a Speaker, and I hope I shall never see it again."

Sir Wilfrid Laurier mildly supported the Speaker, remarking at the same time that the Conservatives had not voted, and that they were the victims of their own lassitude.

Fortunately for the peace of the house, Charles Casgrain found a way to let the Speaker down without too much emphasis. He read from the rules of the house to show that the Speaker, instead of declaring the motion lost, should have said "The ayes have it," or "The nays have it," as the case might be, and then those who were not satisfied could stand up and demand a vote. Furthermore, he pointed out that the Speaker was in error in not putting the motion in French as well as English.

"So much for the dual language," said the premier, happy over the discovery of this loophole.

At his suggestion, Mr. Borden withdrew his motion to adjourn.

Speaker Belcourt acquiesced, explaining that he had no right to interfere with the unanimous wish of the house. He denied, however, that the rules required him to put the motion in French. The motion having been duly rendered in both English and French, a vote was taken.

Mr. Clarke's amendment was declared lost on the following division:

Yeas—Alcorn, Armstrong, Barker, Bell, Bennett, Birkett, Blain, Borden (Halifax), Boyd, Carscallen, Casgrain, Clancy, Clare, Cochrane, Donnelly, Earl, Gilmour, Hackett, Haggart, Henderson, Hughes (Victoria), Ingram, Kaulbach, Kemp, Lancaster, Lariviere, Leonard, MacLaren (Perth), Maclean, McGowan, Morin, Osler, Pope, Puttee, Richardson, Robinson (Elgin), Roche (Marquette), Sherritt, Sproule, Taylor, Thomson (Grey), Tolton, Vrooman, Ward, Wilmot, Wilson—47.

Nays—Basinet, Bickerdike, Blanchet, Borden (Sir Frederick), Bourbonnais, Brodeur, Brown, Bureau, Calvert, Carbonneau, Copp, Costigan, Delisle, Demers (St. John), Douglas, Fielding, Fisher, Fitzpatrick, Fortier, Gauvreau, Gibson, Gould, Haszard, Heyd, Hughes (Kings), Johnston (Cape Breton), Johnston (Lambton), Kendall, Lang, Laurier (Sir Wilfrid, Laurier (L'Assomption), Lavergne (Drummond and Arthabaska, Lavergne (Montmagny), Law, Leblanc, Ley, MacDonald, MacKie, MacLaren (Huntingdon), McColl, McCreary, McEwen, McIsaac, McLennan, Malouin, Mariel (Bagot), Mariel (Bonaventure), Matheson, Mayrand, Meigs, Mignault, Murray, Parmelee, Paterson, Prefontaine, Reid (Restigouche), Ross (Victoria, N.S.), Sinclair, Smith (Vancouver), Stephens, Sutherland (Oxford), Talbot, Tolmie, Tucker, Turgeon, Wallace—66.

W. H. Bennett spoke till 1 o'clock; in the meantime a messenger had been sent to Whip Taylor, informing him that the government had broken its agreement and would not allow the house to adjourn at a reasonable hour. Mr. Taylor immediately turned out and, with fire in his eye, repaired to the house. When Mr. Bennett concluded, Mr. Taylor rose and proceeded to read the report of the Grand Trunk shareholders' meeting. This would have kept him going for at least an hour and a half, but he had hardly begun before efforts were made to bring about an adjournment.

The whips told their story; the leader of the opposition and the prime minister told theirs. They were very contradictory, but it appears that Whip Taylor made the agreement as to adjournment with the minister of justice. This agreement the premier, in a freak of ill-humor, arising out of the government's poor showing on the division, refused to accept. Mr. Borden said that hereafter the agreements would have to be in black and white. The house adjourned at 1.30 a.m.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal. 14

CANADA PREFERENCE.

(Canadian Associated Press Cable.)

London, April 26.—Messrs. Montague and Herbert, continuing their argument on the Canadian preference in The Times, say that the reciprocal advantage which is to compensate the British workman for a tax on food amounts, in return for slightly improving the excellent position which Canadian farmers now hold in the British market, to this, that Britain is to have the broken meats of the Canadian market after the Canadian manufacturers have feasted. The writers acknowledge that Britain in spite of the preference is losing one by one these broken meats thru the refusal of her manufacturers to adopt the wares that suit Canadian requirements.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

2 CENT PASSENGER RATE

Continued From Page 1.

would have an undue advantage over the Vanderbilt line if the latter was singled out to give a two-cent-a-mile passenger rate. For a general two-cent-a-mile rate, he said, there might be some justification, but for imposing special obligations on the Michigan Central Railway there was none.

Dr. Sproule emphasized the fact that the Vanderbilt system gives a two-cent-a-mile rate at one end and a three-cent-a-mile rate at the other. Canada had to bear the burden of the two-cent rate.

"We are not dealing with other roads now," he said. "We are dealing with the Canada Southern, a road which is earning over $3000 a mile in Canada, and it can well afford to carry Canadians for two cents a mile.

Again Mr. Ingram protested. He said that in the State of New York all the roads did not give a two-cent rate.

"It began with one road," replied Mr. Maclean, "but competition forced nearly every other road in the state to conform to the low rate."

Kingsmill Does Not Know.

Mr. Stephenson of Kent asked Mr. Kingsmill if it was true that a passenger from a point in Michigan, say to New York over the Michigan Centrals lines in Canada, paid only two cents a mile, while a passenger starting from, say St. Thomas over the same road, was obliged to pay three cents.

Mr. Kingsmill replied that he did not know. He protested that it would be wrong to saddle the bill before the committee with a provision such as Mr. Maclean proposed. The bargain between the Michigan Central and the Canada Southern and the other roads was already binding, and the application to parliament was a mere formality. He could not see the justice of compelling the Michigan Central to give a two-cent a mile rate while five competing lines would be able to charge three cents.

Mr. Stephenson thought otherwise. "If," he said, "the Michigan Central carries Michigan passengers over a Canadian line for less than it charges Canadian people of this country it is most unfair to the Canadian people."

"Will this consolidated system be controlled by a foreign corporation?" asked Mr. Fitzpatrick.

"Yes, that is the position to-day," replied Mr. Kingsmill, "that power was granted in 1894."

"You're extending it now," said Mr. Fitzpatrick.

"No, this application is a mere formality," Mr. Kingsmill declared.

"Then what are you here for?" asked Mr. Cochrane.

Jabel Robinson Demands Equality.

Jabel Robinson returned to the fight. He said it was very annoying in his own County of Elgin, which had voted a bonus of $225,000 to the Michigan Central Railway to find that now it did not have the same privileges as the people of Michigan, who never gave a cent to this railway, or as the people of New York State who gave less. He ridiculed the argument that the Wabash Railway would steal a march on the Michigan Central if the latter was compelled to give a two-cent a mile rate. The people would travel over the cheap road, and if the competing lines did not meet the Michigan Central's rates they would soon be hauling empty cars.

Mr. Kingsmill renewed his objection that the Michigan Central should not be placed in a different position from the Grand Trunk, the Canadian Pacific and the Wabash.

To this Mr. Maclean replied that competition would force competing lines to carry passengers for two cents a mile just as the special legislation passed by the New York State legislature imposing a two-cent rate on the New York Central led to a two-cent rate thruout the State. He declared that from a railway standpoint the two-cent rate was a paying proposition.

Mr. Daniels of the Vanderbilt lines, the greatest passenger agent in the world, had declared the two-cent a mile rate to be beneficial. All the Michigan Central lines in Canada were making bg money, and they had no right to favor their American patrons as against their patrons in Canada.

Mr. Ingram said that while the Canadian Pacific Railway had been heavily subsidized the Canada Southern had not received a dollar from the Dominion parliament. The latter road had done its utmost to bring traffic thru Canada.

"For its own benefit," commented Dr. Sproule.

"Yes, but for our advantage, too," replied Mr. Ingram.

Unfair Discrimination.

Mr. Cochrane strongly condemned the present system under which the Michigan Central carries Americans for two cents over a Canadian railway subsidized by Canadians while Canadians are charged three cents.

Mr. Lancaster of Lincoln, while not favoring a general two-cent rate declared that what the people of Michigan are getting in the way of low passenger rates, the people of Canada should enjoy.

E. B. Osler pointed out that the Michigan Central was a foreign corporation. The railway business of Canada and the United States was much mixed up, the Grand Trunk having large interests in the Eastern States, while the Canadian Pacific Railway had large interests in the Western States. He suggested that singling out this foreign railway to give the two-cent a mile passenger rate, might lead to reprisals that would seriously affect our own railway interests in the United States. He would like to see the two-cent rate imposed on a Canadian railway first.

Mr. Maclean asked Mr. Osler why the Canadian Pacific Railway did not give Canadians as favorable rates as it gives the people of the United States. Canada should say to Vanderbilt people, "Treat us as you treat your own in Michigan and New York." Unless the Michigan Central would send one of its traffic experts before the railway committee and give substantial reasons why the two-cent a mile rate should not be enjoyed by Canadians Mr. Maclean promised to fight the bill in the house.

Chance of a Life.

"I've been fighting for this principle for years," said Mr. Maclean. "Here is an opportunity, and if we put a little clause in this bill we will soon realize the two-cent a mile rate in Canada."

Mr. Sutherland suggested that the question of amending the bill should be left over for consideration in the house.

Mr. Maclean would not agree. He wanted information which the company's counsel was not in a position to give. He said he would buy tickets and pay for them out of his own pocket to show that Canadians are discriminated against by the Michigan Central Railway.

Mr. Gilmour described Mr. Maclean's amendment as a holdup.

William Ross of South Ontario said that apart from the question of a two-cent a mile passenger rate the subject before the committee deserved serious consideration.

"I, as a Canadian," he said, "resent giving favors to a foreign corporation that discriminates against our own people. The company must use its Canadian patrons as it uses its American patrons. Let us have an official of the railway here and ascertain whether or not Canadians are the victims of discrimination."

The bill was held over on the understanding that a representative of the company would appear before the committee and supply the necessary information. Meanwhile the fight in the railway committee this morning is the subject of much comment. The

SUNLIGHT SOAP

Unless the soap you use has this brand you are not getting the best

Ask for the Octagon Bar. 245

feeling in the committee was clearly along the lines of lower passenger rates. Its manifestation to-day was an eyeopener to those who have characterized W. F. Maclean's fight for a two-cent a mile passenger rate in Canada as a chase after a will o' the wisp.

EXHIBITION SCHOLARSHIP.

Deadlock Among Members of University Council re Candidate.

There is a deadlock amongst the members of the university council with regard to the choice of a candidate for the exhibition scholarship of 1851.

This scholarship was one of a number given to the colonial universities by the board of trade, London, England, out of funds furnished by a surplus of the great exhibition of 1851. Originally, it was intended for undergraduates, but a few years ago the council of the university caused some comment by giving it to a graduate of one year's standing. The present trouble is caused by the competition of one of the staff in mathematics and physics, E. F. Burton, who has been a fellow in mathematics for three years and is practically a member of the staff now, having been appointed permanently last fall.

The students who are competing for the scholarship claim that they did not know last fall that any of the staff were eligible, and think it a hardship that they should be forced to compete with a man who has actually delivered lectures to them and has the great advantage of three years teaching.

The faculty in arts on the other hand say that Mr. Burton, if appointed, will do better work than a mere undergraduate, and will probably support him; a minority, however, of the staff take the part of the students, and think it outrageous that undergraduates should be forced to compete with those of more mature education.

There have been half a dozen meetings and as many committees appointed to consider the eligibility of Mr. Burton, but no definite decision has been reached.

The whole matter will probably be referred to the minister of education.

The applicants for the scholarship are:

S. Dushman.
G. W. McKee.
L. Gilchrist.
S. J. Lloyd, undergraduates of the fourth year.
J. W. McBain.
R. E. DeLury.
E. Forster, graduate of one year's standing; and
E. F. Burton, who graduated in 1901, and is at present demonstrator in mathematics and physics.

SOO REORGANIZATION.

Only Few Little Details Left—How Shareholders Participate.

P. F. Rothermel of the Moffey committee, who have the reorganization of the Consolidated Lake Superior Company in charge, stated yesterday that the completion of arrangements was now confined to a few details. A. H. Chitty, treasurer of the Consolidated Company; H. G. Hamilton, representing the corporation legally in Canada, and N. W. Rowell, representing the Ontario government, are expected to be in Philadelphia to-day.

Shareholders will participate in the reorganization by receiving one share in the new company for four shares of common stock or two shares of preferred, with $3 cash per share exchanged, for which cash there will be issued 5 per cent. income bonds at par equivalent.

LOUBET IN ROME.

Rome, April 26.—M. Loubet and the king visited the Roman Forum, where they were received by Prof. Beni, director of the excavations, who, in their presence, unearthed three prehistoric tombs.

He then visited the Coliseum, the baths of Caracalla and the unfinished monument to Victor Emmanuel II.

To-night the French president received in private audience each of the ambassadors separately.

The whole of Rome is illuminated to-night. M. Loubet, the king and the princes were present at a reception given at the capitol to 3000 guests.

Mrs. J. L. Hughes, Miss Currie and fifteen of the kindergarten directresses are in Rochester attending the international kindergarten convention. They will return on Saturday.

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GALE
MANUFACTURING COMPANY

The employes of the Company will commence work at 13 Colborne Street as follows: Operators, Tuckers, Hemstitchers and Fancy Stitchers next Monday morning; Seamers Monday noon, Sleevers, Buttonholes, Button Sewers and all other Operators Tuesday morning; Examiners and Finishers Tuesday morning. Pressers will commence at Lowndes Co.'s building, 142 Front Street West, Wednesday morning, May 4th.

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TUG NELLIE BLY will take the place of Tug National for any work in or around Toronto Harbor.
Furniture transferred to the Island.
Please leave orders at boat House, Island Park.
CAPT. JOS. GOODWIN.

THE LOST IS FOUND.

Toronto Woman's Fears to Chicago Police Allayed by Letter.

Chicago, Ill., April 26.—(Special.)—"Can you find my son, James H. Haworth, 18, in your city. If you cannot fear he is dead and will come to look for him."

Thus writes Mrs. Albert Haworth, 137 John-street, Toronto, to Chicago police. The last she heard of him was when he was sick and wrote for money.

Mrs. Haworth, who was found at the above address last night, stated that she was just in receipt of a letter from her son, who is now in Pittsburg, having recovered from his illness. She and her husband, who is employed with the Canadian Wringer Company, come to Toronto from Montreal last September. The son left Montreal for New Orleans and was not heard from until he wired from Chicago for funds. He is a telegraph operator and has now secured a position.

The Strolling Players.

More than 500 persons attended the concert given by the Strolling Players in the Temple Assembly Hall last night. Master Jack Challes sang two excellent solos, which were well received. The baritone solos by Arthur V. Leitheuser received equal recognition, as did a 'cello solo by Mrs. Franklin Dawson (Miss Hilda Richardson). The Ladies' Orchestra also was a feature in several difficult selections.

Sartoris.

Paris, April 26.—The civil ceremony of the marriage of Capt. Algernon Sartoris, grandson of General U. S. Grant, and Mlle. Germaine Cecile Noufflard, a niece of Charles E. Halle, artist, and director of the New Gallery, London, took place to-day. The ceremony was merely the usual formal procedure required by French law.

LOCAL BREVITIES

The Industrial School Board will meet in the city hall this afternoon at 5 o'clock.

A horse belonging to E. M. Mara stumbled down a window area in the lane in rear of the store, and for half an hour was in danger of choking or severely injuring its limbs. Rope and the assistance of a score of men from adjoining offices finally effected his rescue.

Wm. Blackley is suing Rougier Bros. of Montreal for $8472 and is being sued by that firm for $1600 on a promissory note.

Hart & Riddell, wholesale and manufacturing stationers, escaped disaster in the fire destruction last week, tho in our columns yesterday we incorrectly referred to the removing of the walls after the fire. They are the only firm in the line who have a complete establishment left from the great fire.

AMUSEMENTS.

GRAND OPERA HOUSE
MATS. TO-DAY | MR. HARRY BERESFORD | MAT. EVERY DAY | Evenings 15c, 25c, 35c, 50c. Mats. 10c, 15c and 25c
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Tenth Canadian
Horse Show
TORONTO ARMOURIES Morning, Afternoon and Evening. TO-DAY and remainder of week.
FORMAL OPENING by His Honor the Lieutenant-Governor at 2.30 p.m.
Music by Band of Royal Grenadiers.
Reserved seats at Nordheimers' till 5 o'clock each day.
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PRACTICAL OPTICIAN.
LATE OF POTTER'S.
Makes a specialty of GLASSES that fit properly, look well and wear well. Spectacle repairing in all of its branhes. Prices low. 36
23 LEADER LANE.

PROPERTIES FOR SALE.
Geo. McLeish's List.
$10,000 FOR 108 ACRES ON Yonge-street, within five miles of Toronto; immediate possession. Apply George McLeish, 15 Toronto-street, Toronto.
$7500 FOR THE BEST SEVENty acres in Markham Township, good house, bank barn. George McLeish, 15 Toronto-street, Toronto.
$3500 FOR FIFTEEN ACRES, good house, and barn 40 x 60; one mile from Toronto. George McLeish, 15 Toronto-street, Toronto.

T. J. Reaston's List.
$1500 LOGAN-AVE.—BRICK—6 rooms, modern conveniences.
$2100 SHANNON-ST.—BRICK—7 rooms, modern conveniences.
$1500 ST. CLARENS-AVE—BRICK, rooms, conveniences, will exchange for fruit farm. T. J. Reaston, 687 Lansdowne-avenue.

BUSINESS CARDS.
MR. JOSEPH RENNICKS HAS OPENed his office at Island Park, and is prepared to deliver parcels and baggage to any part of the Island.
LAUNDRY BY CONTRACT—HOTELS, restaurants, colleges, schools, boarding houses, and large families contracted by the hundred or month. Cairo Laundry Co., 349 College. Main 2900.
PRINTING—OFFICE STATIONERY, calendars, copperplate cards, wedding invitations, monograms, embossing, typewritten letters, fancy folders, etc. Adams, 401 Yonge.
EXCEPTIONALLY CHOICE LOT—corner Bloor and Jarvis, 57 feet 8 inches by 134 feet 3 inches; commodious cottage; suitable for doctor, dentist or others; terms easy; possession 1st June. William Cooke, 72 Grenville, owner.
62 ADMIRAL RD., PERFECT HOUSE, in first-class neighborhood; price $3000; easy terms; early possession, if wanted. William Cooke, No. 72 Grenville, owner.
BARGAIN—SMALL FACTORY, 56 Sherbourne, rear King; lot 36 feet 8 inches frontage; price $1700. Terms easy. William Cooke, 72 Grenville, owner.

TO LET.
$24—SOLID BRICK, 7 ROOMS, Every convenience, side entrance. Will lease for year or longer. 169 Gore Vale-avenue.

LOST.
LOST OR STOLEN—PASS-BOOK NO. 148,091 of the Franklin Savings Bank, in the City of New York. All persons are cautioned against purchasing or negotiating the same, and any person having a claim on said pass-book is hereby called upon to present the same to the bank on or before the 17th day of May, 1904, or submit to having the pass-book declared cancelled and extinguished, and a new book issued in lieu thereof. Millar & Ferguson, 55 and 57 Yonge-street, Toronto, solicitors for the owner.

PERSONAL MENTION

Among the passengers sailing to-day from Boston on the Cunard line steamer Saxonia are Mr. and Mrs. H. G. Love, Mrs. Scott, Miss Elliott, Mr. and Mrs. Westmacott.

Prof. W. McLaren addressed the Presbyterian Ministerial Association yesterday; Rev. Dr. Smith spoke before the Methodists, and Rev. Mr. Welton read a paper to the Baptists.

Rebuilt Typewriters.

Yosts.....$30.00
Remingtons.....$35 to $40.00
Smiths.....$35 to $40.00
Underwoods.....$80.00
Williams.....$35.00

UNITED TYPEWRITER CO.
Limited.
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HELP WANTED.
OPERATORS WANTED.—NEW RAILways must have them. Think of your splendid chances and start now to prepare. We offer superior advantages. Write at once. Dominion School of Telegraphy, King East, Toronto.
WANTED—HELPER FOR BLACKsmith. Experience not necessary, but preferred. State wages. Apply, C. Empringham, Malvern P. O.
GIRL WANTED TO HELP IN GENERal housework, 3 miles out of city. Apply by letter to Mrs. Keen, Don P.O.
WANTED—A FIRST-CLASS BUTLER and cook; married couple; English preferred, who have held similar position before; capable of taking entire charge of establishment; none but best and experienced people with first-class references need apply. Box 8, World.
WANTED—GOOD EXPERT BICYCLE repair man; must come well recommended. R. Pettigrew, 73 Carlton-street.
DRIVER FOR COAL AND WOOD. Dalley's yard, 343 College-street.

TEAMS WANTED.
TO HAUL STONE AND SAND TO Niagara-street, north of King-street. Apply on the work. Constructing & Paving Co. Dump waggons furnished.

PERSONAL.
THE CLASSICAL LEAGUE'S PAYING contests. Do you know about them? Dues nominal. Write 1265 Broadway, N.Y.

STORAGE.
STORAGE FOR FURNITURE AND PIanos; double and single furniture vans for moving; the oldest and most reliable firm. Lester Storage and Cartage, 360 Spadina-avenue.

WANTED.
PREMISES WANTED SUITABLE FOR wholesale Woollen and Linen business. Apply to Robert Darling & Co., 8 Colborne-street.

LEGAL CARDS.
HEIGHINGTON & LONG, BARRISters, 36 Toronto-street, Toronto. J. Heighington—E. G. Long.
W. J. McDONALD, BARRISTER, 18 Toronto-street; money to loan.
FRANK W. MACLEAN, BARRISTER, solicitor, notary public, 34 Victoria-street; money to loan at 4½ per cent. ed
JAMES BAIRD, BARRISTER, SOLICItor, Patent Attorney, etc., 9 Quebec Bank Chambers, King-street east, corner Toronto-street, Toronto. Money to loan.
R. L. DEFRIES, BARRISTER, SOLICItor, etc., 18 Toronto-street. 'Phone Main 2107, 221 Broadview-avenue; 'phone Main 3752. Money to loan at current rates. 561

MONEY TO LOAN.
ADVANCES ON HOUSEHOLD GOODS, pianos, organs, horses and wagons. Call and get our instalment plan of lending. Money can be paid in small monthly or weekly payments. All business confidential. Toronto Security Co., 10 Lawlor Building, 6 King West.
LOANS ON PERSONAL SECURITY, 5 per cent. P. B. Wood, 312 Temple Building.
MONEY LOANED SALARIED PEOple, retail merchants, teamsters, boarding houses, without security; easy payment; largest business in 48 principal cities. Tolman, 60 Victoria.
ABSOLUTELY THE CHEAPEST place in town to borrow money on furniture, piano; security not removed from your possession; easy payments. Keller & Co., first floor, 144 Yonge-street.
$70,000—4 PER CENT.: CITY, farm, building loans, mortgages paid off, money advanced to buy houses, farms; no fees. Reynolds, 84 Victoria-street, Toronto.

VETERINARY.
F. A. CAMPBELL, VETERINARY SURgeon, 97 Bay-street. Specialist in diseases of dogs. Telephone Main 141.
THE ONTARIO VETERINARY COLlege, Limited, Temperance-street, Toronto. Infirmary open day and night. Session begins in October. Telephone Main 861.

HOTELS.
IROQUOIS HOTEL, TORONTO, CANada. Centrally situated, corner King and York-streets; steam-heated; electric-lighted; elevator. Rooms with bath and en suite. Rates, $2 and $2.50 per day. G. A. Graham.

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PRACTICAL FARMER AND MARKETman open for engagement, salary or share; best references. Apply Box 74, World.
TRAVELER WANTS GOOD SELLING side line on commission. Box 73, World.

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J. W. L. FORSTER—PORTRAIT Painting. Rooms: 24 King-street West, Toronto.

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