Everything that is new or loud or fashionable in Bicycle Suits you will find right here. The prices are the only weak things, but we can't help that. The suits make so much noise we don't want to keep them in the store, but they are all right out of doors. Six dollars will buy one.

For men of quiet taste a dark blue double-breasted coat, with a small checked pair of bloomers and cap to match, makes a good combination.

Prices 6.00 to 10.00.

Another suit that meets with much approval is made from a dark small-patterned tweed with strap and buckle at knee, and cap to match.

The price is 5.00.

Oak Hall Clothiers,
115-117-119-121 King St. E., Toronto.
Opp. St. James' Cathedral.

ON AND OFF THE STAGE

"The Musketeers" at the Grand.

There will be only three more performances of "The Musketeers" at the Grand, to-night, to-morrow night and to-morrow matinee. Nothing so elaborate in the way of staging has ever been seen in Toronto, while the acting of Mr. James O'Neill and his confreres in the play is irreproachable. The Grand should be packed at the remaining performances. Mr. O'Neill and his company have been daily visitors at the races and they are reported to be good winners so far, the star especially having made several lucky strikes.

Joins "The Highwayman."

Miss Mabel Glover received a telegram on the 24th to join "The Highwayman" at Chatham for the summer season. She left yesterday morning. In August she joins the Alice Neilson company for the season of '99-'00.

The Toronto's Last Week.

The most brilliantly successful season in the long history of the Toronto Opera House is rapidly drawing to a close, and only three more opportunities remain for those who wish to visit the theatre before the final ringing down of the curtain to-morrow evening. The current attraction, "The Coonpown 400," has a novelty about it that is refreshing; it is airy, gay and babblesome, and entirely worthy of the large patronage it is receiving. To-morrow's matinee will be a bargain one.

GETS THE PLATE BACK.

Eighty-Seven Pieces Returned to Prof. Robertson That Had Been Stolen.

High Constable Merewether of Guelph yesterday handed over to Prof. Robertson of Ottawa the valuable plate, numbering 87 pieces, which was stolen from the owner in December last. Constable Merewether recovered the silverware in Montreal on information received from W. R. Clarke and Robert Thomson, who were arrested here, and are now serving terms in the Central Prison for burglary committed at Hillsburg. The plate was very valuable and highly prized by the owner, being wedding gifts to Mr. and Mrs. Robertson at the time of their marriage.

Gaspesia's Salvage, $12,500.

St. John's, Nfld., May 25.—The Vice Admiralty Court here has handed down a decision awarding the sum of $12,500 to the sealing steamer Kite as salvage for rescuing the Canadian liner Gaspesia from the ice floes in the Gulf of St. Lawrence, amid which she was imprisoned for 66 days.

Our Moving Sale is Moving Lots of Hats.

The special discount we're giving before we move to 84 Yonge street and the good weather are all in favor of the smartest kind of selling in summer hats these days—both gentlemen's and ladies'. We have the best that's made for both.

Men's fine pearl soft hats, fine English and American make, 2.00, 2.50 and 3.00.

Ladies' sailors in rough straws in white, navy and black, prices start at 1.00.

J. & J. LUGSDIN
J. W. T. FAIRWEATHER & Co.
122 YONGE ST.

HAMILTON NEWS

SEWER MEN HAD A HOT TIME

The Committee's Meeting Was Very Snappy When Tenders Were Discussed.

TORONTO AND HAMILTON FIRMS

Put in Bids for Sludge Pumps and Chairman Griffith Opened Them Himself.

Hamilton, May 25.—(Special.)—The Sewer Committee's meeting to-night was one of the hottest on record, there being two hot fights between the members of the committee and the chairman. The members had the better of the bouts. The first one arose over a transaction which, to say the least, had a lack of sunshine look about it, and some of the members did not hesitate to say so. Chairman Griffth announced that two tenders had been received for a sludge pump for the Ferguson-avenue disposal works, and the prices were the same. One was from the Northey Manufacturing Company, Toronto, and the other from Smart, Eby & Co., Hamilton. It was at once decided to patronize home industries, and, after a motion to that effect had been carried, Ald. Pettigrew asked if the price quoted included placing the pump in position and making necessary connections. The Northey tender was produced and read, and it stated the connections would be extra.

"Let's see the local tender," said Ald. Nicholson.

The chairman said he had not got it; it had been mislaid.

This at once caused a tempest, and he was asked why he had opened the tenders. He replied they were addressed to him personally. In response to Ald. Nicholson, Chairman Griffth said: "I don't care a damn what you insinuate."

This caused Ald. Pettigrew to warm up, and there was a hot words war, the upshot being that it was decided to call for new tenders, to be sealed and addressed to the committee.

Dead Babies in the Sludge.

There was another hot passage of words between the chairman and members of the committee regarding the running of the disposal works.

Several of the members said the works were frequently shut down and the sewage passed unfiltered into the bay. Ald. Pettigrew said that was the case continually, and that the tanks overflowed nearly all the time.

Ald. Nicholson accused the chairman of having had a hand in deception in the running of the works.

The chairman replied, anyone who charged him with being deceptive in that matter was crooked himself.

In the course of the discussion it was stated that the machinery was once stopped by a dead body of an infant, and that many dead babies are found in the sludge.

The New Vinegar Factory.

Representatives of the newly incorporated Imperial Vinegar and Pickle Company that will do business at the old vinegar factory on James-street south applied to the Finance Committee to fix the company's taxes at $10,000 for school purposes, other taxes to be exempt. The committee agreed to fix the assessment at $6500 for ten years for all purposes.

Canadian Club Affairs.

The members of the Canadian Club took until nearly midnight to come to a decision in regard to the future of the club, and at the close the result was not altogether encouraging. The special committee presented a report recommending the closing of the rooms on the west side of the present building, the dispensing with the painter's services and the formation of a whist and chess section, whose members would pay the club $250, they in return to receive the profits of the billiard tables and manage their own affairs. The financial aspect was the most serious one, and, as the $5 subscriptions of the new section were good until June next, it was decided to ask the subscribers to allow their payments to count until the end of this year only. A resolution was passed instructing the trustees to close the rooms unless they receive by next Monday evening a list of fifty $5 subscribers for the new section, payable by June 15.

The following officers were elected: Kirwan Martin, president; C. R. McCullough, J. D. Biggar, Thomas Cook, vice-presidents; J. E. Bull, treasurer; F. F. Macpherson, literary correspondent; W. P. Graham, secretary; Dr. Storms, W. H. Judd, Ald. Burkholder, J. H. Long, A. E. Manning, trustees.

Minor Matters.

Richard Robinson, Wellington-street North, was arrested to-night on a charge of assaulting Special Officer Nichol.

William Hurst, a young man belonging to Fort Erie, died in the city hospital yesterday. The remains were forwarded to Fort Erie to-day.

The strike at Burrow, Stewart and Milne's foundry has been settled and the moulders have gone back to work.

Mr. Fred J. Thompson of Toronto, and Miss Nellie Bryden, of Hamilton, were married at St. Thomas' Church yesterday.

Shareholders of the Homestead Loan Society can receive their proportions of the assets by applying to Mr. Murray, accountant, Osgoode Hall, Toronto, and enclosing 32 cents for law stamps.

Mrs. Watson, an elderly lady, fell down the cellar steps in the residence of her daughter, Mrs. Nixon, Victoria-avenue north, yesterday, and several of her ribs were fractured.

GOOD ROADS BYLAW KILLED.

The Tar-Macadam Idea Does Not Appear to Find Favor With the Ratepayers.

Hamilton, May 25.—(Special.)—The bylaw for the issuing of 20-year debentures to the amount of $150,000 for the purpose of putting down good roads throughout the city was voted on to-day and defeated. Out of over 4000 voters, less than one half voted. The result was as follows: For 828, against 930; majority against the bylaw 111. Had the bylaw carried, it was the intention to lay tar-macadam roads, and from 10 to 12 miles of roadway could have been laid with the $150,000 during the next two years.

As new roads are greatly needed in a good many parts of the city, some method, probably more costly than the one recently proposed, will have to be adopted within the next twelve months.

WHO SAID THEY HAD SOULS?

Toronto Ferry Company's Captain Wouldn't Wait For Three Injured Men

BEING CARRIED TO THE CITY

After Having Been Badly Injured by the Fall of a Scaffold on the Island.

A scaffold, on which were standing three men, engaged in working on the front of Mr. O. B. Stanton's house on the lake front at Hanlan's Point, gave way at noon hour yesterday, and all were precipitated to the ground. Dr. Edmund E. King, who was on the island at the time, rendered assistance, after which the men were brought over to the city.

Frederick Wilson of 91 Palmerston-avenue was taken to the Emergency Hospital and is suffering from numerous bruises and shock. No bones were broken, and the doctors do not think there are any internal injuries.

Walter Nash of 253 Lansdowne-avenue had his spine hurt and shoulders injured, while Robert Tinlin of 440 Perth-avenue, was badly shaken up. They were able to go to their homes.

An Explanation Needed.

The action of the officers of the Toronto Ferry Company in refusing to allow one of their boats to wait an extra few minutes to bring the injured men back to the city was criticised by eye-witnesses. When Dr. King heard of the accident he sent a man on a bicycle to the wharf, where the steamer Shamrock was lying, asking that the boat be held for an auditional five minutes.

Boat Would Not Wait.

In the meantime the physician secured two stretchers from the Lakeside Home for Sick Children, and hurriedly set about to arrange his patients for removal to the boat. Wilson was able to walk, but the other two were carried. When the party had got within 150 yards of the wharf a man came running up to the doctor and told him that the captain of the Shamrock said he would not wait. The doctor hurried, however, and when he got to the gates he found the boat in the slip. As a result of the captain's refusal, the two injured men were compelled to lie in the waiting room for an hour to await the return of a steamer.

This is Different.

It might be remarked that one of the ferry steamers was delayed at the Island last night to help a visiting baseball team to catch a train. But that is different.

LONDON STREET CARS RUNNING.

Non-Union Men Are on Duty and There Was No Demonstration —Strikers' Meeting.

London, Ont., May 25.—The Street Car Company began this morning to run their cars with non-union men. The tie-up lasted two days and a half. It was at 9.30 that the first car left the barns. Nine others were sent out at short intervals in the course of the next hour, and thereafter every line in the city was regularly traversed. There was no demonstration. Occasionally the non-union crew was jeered and occasionally a passenger got on. The strikers and their sympathizers held a mass meeting to-night at the Grand Opera House. The meeting was largely attended. W. D. Mahon, President of the Amalgamated Association of Street Railway Employes, was the chief speaker.

Now It's Summer Garments.

The demand from to-day will be for summer garments. Henry A. Taylor, the draper, Rossin House Block, is showing a very wide range of novelties in summer fabrics, and there's an individuality about the design of the garment he makes which gentlemen appreciate.

CAR RUNS OVER LITTLE TOT

Ethel, the Five-Year-Old Child of Thomas Simpson of Deer Park,

HEAD HURT, SHE LIES UNCONSCIOUS

At the Sick Children's Hospital — Little Hope of Her Recovery, Say Doctors.

Ethel, the 5-year-old daughter of Mr. Thomas Simpson, who lives on Yonge-street, Deer Park, was run over by a Metropolitan car about half-past 2 yesterday afternoon. The little girl had only a few minutes previously left her mother, who was washing in the back yard, and had gone to play with an elder sister on the street.

From eye-witnesses it would appear that the child was endeavoring to cross Yonge-street between two loads of wood and bobbed up in front of the car almost unnoticed.

Motorman McGee was traveling slowly at the time and stopped the car almost immediately. From the injuries sustained it is thought that the little girl passed underneath the front of the car and was struck by the lifeboard and the motor.

Teamster Duff picked the child from beneath the car and carried her to her home, close to the Deer Park postoffice, and almost immediately opposite where the accident had happened.

Dr. Foster was sent for and found the child suffering from severe injuries to the head, five deep cuts having been made.

After examination it was considered advisable to remove the little girl to the Sick Children's Hospital. The father is a workman at D. McIntosh & Son's marble works and, with the mother, feels very keenly the accident to their youngest child. Fortunately at the point where the occurrence took place the track is depressed and thus prevented what might have been a more serious accident.

At an early hour this morning the little girl was unconscious and the physicians do not hold out any hopes for her recovery.

Vice-Royalty's Movements.

Montreal, May 25.—(Special.)—Lord and Lady Minto visited the Royal Victoria Hospital this morning, and, after giving a lunch to a number of leading citizens, the Governor-General and Lady Minto left for Ottawa by the regular C.P.R. express at 4 o'clock.

George Grossmith Very Ill.

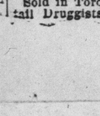
London, May 25.—Mr. George Grossmith, the well-known actor operatic artist, entertainer and composer, has been confined to his room at the Reform Club for some time, suffering from general debility. The officials have no special anxiety, though the age of the patient renders a full recovery doubtful.

New President of Yale.

New Haven, Conn., May 25.—It was officially announced this afternoon that Prof. Arthur Twining had been elected to succeed Timothy Dwight, resigned, as president of Yale University.

Platt Backs McKinley.

New York, May 25.—Senator Thomas C. Platt has declared himself for McKinley and Hobart in 1900, as Governor Roosevelt is not a candidate.



Cook's Cotton Root Compound
Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, $1 per box, No. 2, 10 degrees stronger, $3 per box. No. 1 or 2, mailed on receipt of price and two 3-cent stamps. The Cook Company Windsor, Ont. Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

Sold in Toronto by all Wholesale and Retail Druggists.

MEMBERS SLOW TO RETURN

There Was a Very Slim Attendance in the Commons After the Queen's Holiday.

MR. COSTIGAN SPEAKS TO-DAY.

Drummond Deal Discussed—Ontario and Dominion Accounts—Sir Hibbert Complains.

Ottawa, May 25.—(Special.)—There was only a very slim attendance at the afternoon session of the House, less than two dozen members being present while Mr. Speaker said prayers, but a few more straggled in during the sitting and the later trains having brought back fair contingents, there was a good attendance at the evening session, including Sir Charles Tupper, who returned from Sherbrooke by the evening train and who looked as fresh as a daisy after his triumph yesterday, when he captured the hearts of the Eastern Township Conservatives, as Sir John Macdonald did 20 odd years ago. The day's proceedings in the House have not been of the exciting order. The usual fusilade of questions was fired off and replied to and then the House settled down to the Drummond County Railway resolution, the debate on which was adjourned just a week ago by Mr. Borden of Halifax, and which occupied pretty nearly the balance of the session.

Apple Barrels.

Sir Henri Joly introduced his bill to amend the Weights and Measures Act and in doing so explained that it only referred to the measurement of apple barrels in Nova Scotia. He said, however, that as several other bills had been introduced by private members on the subject of package, etc., he would suggest that the same course be followed as was adopted last year, and when the proper stage was reached, he would move that all these bills be referred to a special committee.

Ontario and the Dominion.

Out of the 42 questions on the order paper, 30 were answered, amongst them the following:

In Mr. Foster's absence, Mr. George Taylor asked for him: In what sum was the Province of Ontario indebted to the Dominion Government on June 30, 1898, and what rate per cent. was chargeable thereon? In what sum was the Dominion Government indebted to the Ontario Government on June 30, 1898, and what was the rate per cent. allowed? What was the net amount of interest due to the Ontario Government on June 30, 1898, and what payments have been made thereon since that date? At what periods of each financial year is it usual to make interest payment to the Ontario Government, and what payments thereon have been made during the current fiscal year?

Hon. Mr. Fielding replied: Until the arbitrators have made their final awards the indebtedness of the Province of Ontario to the Dominion Government on June 30, 1898, cannot be exactly determined, but an approximation of the indebtedness was made at $1,650,000, which did not include any amount for the claims made by the Dominion for payments to the Indians under the Robinson treaties and treaty No. 3 as these claims were before the courts and the arbitrators. On this approximate indebtedness 4 per cent. per annum was chargeable in accordance with the agreement made with the provinces in 1894. There have been at the credit of the Province of Ontario since Confederation: The Upper Canada Grammar School Fund, $312,760.04; The Upper Canada building fund, now amounting to $1,507,076.59; and Ontario's share of the common school fund, which fund now amounts to $2,521,501.25. And on these amounts 5 per cent. interest has been allowed to the present time.

As the indebtedness of Ontario to the Dominion could not be determined, the net amount of interest on June 30, 1898, could not be definitely arrived at, but $95,000 was paid to the province pending a final settlement of the accounts. It is usual to make interest payments to the Ontario Government in July and January, and in July, 1898, $45,000 (charged to the accounts of 1897-8) and $50,000 (charged to the accounts of 1898-9) were paid in January, 1899.

Government Will Control It.

Hon. Dr. Borden, in reply to several questions relating to the militia, put for Mr. John Ross Robertson, who was not present, said in general terms that all regulations were submitted to the Minister for approval, and that he was not aware of any intention on the part of the Government to change the regulations at present.

No Report From Ogilvie.

Mr. Sifton informed Sir Charles Hibbert Tupper that no report had yet been received from Mr. Ogilvie, but promised that when it was, a copy would be brought down.

No Count on Immigrants.

Mr. Sifton, in reply to a question asked for Mr. Clarke, said the number of immigrants who had arrived in Canada during the calendar year, 1898, was 31,702, but there were no means of telling how many of those had actually settled in the country. The number of homesteads taken up was 4847.

No Promise Made.

Mr. Blair, in answer to a question put for Mr. Foster, said that no promise had been made, officially or otherwise, by the Government or any member thereof to purchase the Canada Eastern Railway of New Brunswick.

Intercolonial Sleepers.

Mr. Taylor in the absence of Mr. Clarke, asked how many palace or sleeping cars were ordered by the Government for the Intercolonial Railway between Jan. 1, 1888, and April 1, 1899; to what company and firm were the orders given? were public tenders called for? what prices are to be paid for each class of car? why were not the orders for these cars given to Canadian firms, so as to provide work for Canadian citizens?

Mr. Blair replied, 16 palace and sleeping cars were ordered by the Government for the Intercolonial Railway between Jan. 1, 1888, and April 1, 1899. The orders were given to the Crossen Car Company for eight of these cars, and the Wagner Palace Car Company for the other eight cars. Tenders were not called in 1888 for five of these cars, but tenders were called for eleven; $14,045 each for five sleepers and $13,940.80 each for eight sleepers, and $9800 for each of the three parlor cars. The cars recently ordered were obtained from the Wagner Palace Car Company after tenders asked for and obtained from several large firms in the United States. The department, before making a contract with the United States manufacturers, had applied to the Grand Trunk and the C.P.R. companies, Messrs. Crossen & Co., Messrs. Rhodes, Curry & Co., for offers. The two last-mentioned firms declined to offer for these cars on the ground that the orders they had then on hand from the Intercolonial Railway were all they could fill within the time allowed. The first two companies would not undertake the work, as their shops were overcrowded with their own work. The department needed these cars for the opening of the tourist season this spring, and had no alternative than to these orders with the Wagner Palace Car Company, whose tender was the lowest of the United States firms.

Mr. Costigan to Make a Statement.

Hon. John Costigan, on the orders of the day being called, said that he had intended making a statement, but, as the leader of the Opposition, who might care to hear it, was not present, he would postpone is until to-morrow.

Complains of Delay.

Sir Charles Hibbert Tupper entered a general complaint against the delay of Ministers in complying with orders of the House for returns of departmental correspondence. He instanced the matter of the Deadman's Island lease, incidentally alluding to the fact that the Government seemed to have made a curious bargain in getting only $250 a year for property worth $40,000.

To this the Minister of Militia retorted that the Government, of which Sir Charles Hibbert was a member, had given 900 acres to the City of Vancouver for $1 a year, and were prepared for the same rental to give the island to a private company.

Sir Charles Hibbert Tupper: You will find no document to bear out the latter part of that statement.

Drummond County Railway.

Mr Borden (Halifax), resumed the debate on the Drummond County Railway resolution, and, after briefly summarizing his remarks of last Thursday night, took up the question from a Halifax standpoint. He admitted that the Intercolonial should be extended to Montreal, but did not approve either of the route selected by the Government or the price paid for the road. He thought that with the road extended to Montreal the Government should insist on Halifax being made the terminal point, thus making the shortest ocean route and letting the railway have the long haul, which, he contended, was better than adding 225 miles to the ocean trip by going to St. John, in order to get a somewhat shorter haul by rail. He held that it was best to make the long haul by rail, even if no more money was got for it.

Mr. McIsaac followed, speaking in favor of the purchase of the Drummond County road. He thought the bargain a good one, and complimented Mr. Blair on having made it.

An Extravagant Bargain.

Mr. Powell condemned the bargain as extravagant, in spite of the improvement which had been made on account of the action of the Senate two sessions ago. He analyzed the contract with the C. P. R. made by the late Minister of Railways (Mr. Haggart), to show that whereas in that contract the distance between St. John and Halifax, which was actually 276 miles, was taken for the purpose of dividing freight between the Intercolonial and C.P.R., as being 300 miles, in the contract with the Grand Trunk made by Mr. Blair the distance between Montreal and St. John, which was actually 720 miles, was only to be taken as 365 miles when dividing freight with the Intercolonial, and the distance between Halifax and Montreal, which was 820 miles, was only to be taken as 425. He thought the bargain had a very suspicious appearance, especially as the principals in the deal were some of the same parties mixed up in the Baie Des Chaleurs railway and other scandals of the Mercier regime.

Dr. Russell followed at considerable length in support of the purchase, and in criticism of the course pursued by the late Government with respect to the Intercolonial, speaking until nearly midnight, when he moved the adjournment of the debate, which was agreed to.

Sir Charles Tupper asked what would be gone on with to-morrow.

The Premier: Something.

The House adjourned at 11.58.

TRACKMEN'S STRIKE STILL ON IN EARNEST.

Continued from Page 1.

in this way. In the district from Toronto to Guelph, a distance of 48 miles, there are only two section houses. There are 40 men in this section. Between Guelph and Sarnia there is only one section house, which is at Mossboro. There is nothing in the statement that the men are allowed to go harvesting and so add to their wages. The men have to be on duty the whole working day, and if they are five or ten minutes late they are fined. The men have opened a committee room at 26 Tecumseth-street.

TRADES COUNCIL SUPPORT

Given to the Striking Trackmen in Their Present Fight.

A portion of the Municipal Committee's report to the Toronto Trades' Council last night referred to the trackmen's strike and to express the fullest measure of sympathy with the trackmen in their present difficulty with the railway managers. The strikers have not only the sympathy of their fellow workmen, but of the general public, who without the trouble coming to the surface, would never have known how miserably underpaid were these faithful servants of an ungrateful corporation."

SAY IT IS A BLUFF

That Italians Are to Be Put on in Place of Strikers.

East Toronto, May 25.—(Special.)—G.T.R. Detective McLaughlan and Mr. Harrison of the G.T.R. made their appearance at York station to-day. It is rumored that their presence is connected with the trackmen's strike, and that Italians will be put to work on the road if the men do not return to their respective positions. In view of the fact that Italians on branch lines of the G.T.R. receive $1.25 per day whilst Canadians on the main line get 99 cents, the men look upon the threat, if such is intended, as a very big bluff.

Let the Women Stay at Home.

Editor World: In looking over your paper to-day I notice in your account of the G.T.R. trackmen's strike a paragraph which reads: "One local official says some of the men live in the company's houses near the track and get their rent for $2 per month." Granted that they do, but they are sadly out of repair as the company has for a long time past refused to repair them. There is one house that I am told of that when it rains they have to place tins on the floor to catch the water while the shower lasts. As for these crossings which women look after for 25 or 50 cents a day, they are like hens' teeth—few and far between. Better guard crossings where there is a little more traffic and save some of the valuable lives that are frequently read about as being lost. Give us our rights and let our wives look after their house affairs.

A Regular Subscriber Who Works on a Section.

Hot Letter From Barrie.

Editor World: We note with amazement something your paper yesterday said in reference to the trackmen's troubles, which are now being publicly discussed. Here is the portion of the article at which we feel intense surprise:

What Officials Say.

Several other local officials, speaking of the strike, said that the men had taken a wrong step. In many cases trackmen have the privilege of living in houses situated by the tracks at a rental of about $2 a month. They receive their wood and coal from the company and have spare time to go in for harvesting. Many of the trackmen's wives also earn from 25c to 50c a day by watching crossings where only from 5 to 20 vehicles pass in a day. Their cost of living is thus greatly reduced and their expenses amount to nothing.

General Roadmaster Ferguson says that the foremen and trackmen employed in the yards at Toronto, Stratford, Hamilton, London, Chatham, Sarnia and other big places are paid better in comparison to the C. P. R. men.

Sir, let us solemnly assure you that stories such as these are, if not entire fabrications, based on so little truth as to be about as bad as downwright lies.

Can They Be Called "Houses"?

In the first place, trackmen do not, as a rule, live in the company's houses—if such structures as are owned by the company along the line can fairly be called houses. Here and there, it is true, these little shacks are tenanted by trackmen, who manage to live in them to their great discomfort in summer and the danger of their lives in winter. They are poor, miserable shanties, built of inch boards, battened and roomed off in the roughest style. At $2 a month the company gets twice the real rental value, and, at best, these huts are not fit for habitation by a man and his family. So much for the Grand Trunk Railway Company as enterprising and indulgent landlords.

As to Free Coal and Wood.

Now, as to free coal and wood. This is not supplied to trackmen—not much! But in the case of flag stations the man in charge gets free coal and wood—what for? Not for his own comfort, but the benefit of the public who patronize the road. Passengers at way stations wouldn't be so useful to the company if allowed to freeze to death. Nor does the average Grand Trunk traveler want to ride as a "stiff."

Where Are They?

Where are the Grand Trunk trackmen who "have spare time to go in for harvesting"? They don't live on this division, where ten hours' toil on the ties is about all the farming they want. "Spare time to go in for farming," eh? Is it meant that trackmen are moonshiners, coon-hunters or chicken-lifters?

The Fortunate (?) Trackman.

It must be a fortunate trackman, indeed, whose good wife adds half a dollar a day to his income "watching crossings." Up here we never heard of such an instance, much less knew of it. If the company are so liberal towards trackmen's wives, we fellows up on this division must congratulate our mates happily located at points where "watching crossings" under salary has become part of the economy of Grand Trunk management.

Mention of General Roadmaster Ferguson's name in the article suggests that perhaps that high and mighty official supplied your reporter with all his information. * * * When General Roadmaster Ferguson undertakes to declare, as he does, the wage equality of trackmen on the G. T. R. and C. P. R. he must show the proof if he wants the public to believe him. That there is a disparity is best known by the men themselves and, if Mr. Ferguson doesn't know it he ought. Will the general roadmaster say whether there are trackmen employed by the C. P. R. and paid only 99c a day, as is the case on the Grand Trunk? He dare not. And, virtually, all that the Grand Trunk trackmen want is to get as fair wages as their fellows on the other road.

We enclose our names and sign ourselves, on behalf of the Brotherhood,

The Committee on Reports.

Barrie, May 25.

OTTAWA NOTES.

The Historical Oil Painting of the Queen Re-Hung in the Commons Chamber.

Ottawa, May 25.—(Special.)—The oil painting of Her Majesty, which has hung on the southern wall of the ladies' gallery since the House of Commons was built, has been taken down, restored and rehung at the back of the members, under the clock on the right of Mr. Speaker, where it is in a much better light than it was in its old position.

Mr. Tarte in His Place.

Hon. Mr. Tarte was in his place to-day for the first time since his recent indisposition, and received a hearty round of applause on rising to reply to a question pertaining to his department. He is somewhat better, but by no means well, and will leave for England and Paris as soon as his supplementary estimates have been approved by Council.

Mr. Mackintosh's Visit.

Hon. C. H. Mackintosh arrived here this evening from England, where he has been on business connected with the Le Roi mine, and will remain here a few days before proceeding to Rossland.

Dredging the Sydenham.

Mr. Clancy will ask how much has been spent in dredging the Sydenham River since the fall of 1896.

Mr. Maclean in Town.

Mr. W. F. Maclean paid a flying visit to the capital to-day, but could not remain long enough to take his seat in the House. The few friends who were lucky enough to meet him during the few hours he was here were pleased to find him looking so well and recovering so rapidly from the effects of his accident.

Death of Mrs. Aikins.

Many will regret to hear of the death of Mrs. Aikins, wife of Senator Aikins, which occurred yesterday afternoon, about 3 o'clock, at the family residence, 29 Wellesley-street. Mrs. Aikins had been ill for a long time, and about a week ago suffered a paralytic stroke. Since then she had been in a very low condition, and her death was not unexpected. Deceased was born in Toronto, and was well advanced in years. She was a member of the Methodist Church and at one time an active church worker. Seven children are left to mourn the loss. They are: Messrs. J. S. and J. A. M. Aikins of Winnipeg, Dr. W. H. B. Aikins of 50 College-street, Toronto; Mrs. D. G. Sutherland, Mrs. Dr. J. E. Graham and two unmarried daughters. The funeral will be private.

Emilio Castelar, who was considered to be one of the most eloquent orators of the day, is dead at Madrid. He was born in 1832. In 1866 he took a leading part in the revolutionary movement which was put down by Serrano, who was forced to leave the country. When the revolution broke out in September, 1868, he returned to his native country and was one of the most energetic leaders of the Republican movement.

NOTES OF CABLE NEWS.

The Queen is said to have borne the fatigue of the birthday festivities remarkably well.

The Italian Chamber of Deputies met yesterday under the re-constructed Cabinet. Signor Zanardelli, President of the Chamber, resigned.

The Philippine delegates who were asking for an armistice, have been escorted out from the American lines at Manila, having been unsuccessful in their mission.

The attempt made yesterday morning to float the steamship Paris failed. It is argued by scientific men that the vessel was drawn out of her course by magnetic rocks, which are said to abound in the locality.

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Tells the story. When your head aches, and you feel bilious, constipated, and out of tune, with your stomach sour and no appetite, just buy a package of
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And take a dose, from 1 to 4 pills. You will be surprised at how easily they will do their work, cure your headache and biliousness, rouse the liver and make you feel happy again. 25 cents. Sold by all medicine dealers.

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PERSONAL.

N. M. DEVEAN, MNG. OF "MY OPtician," has removed to 9½ Queen E., while his old premises are being altered.

ARTICLES FOR SALE.

BICYCLE—NEW 1899—LADIES', ALSO Gents, $25; upon receipt of $1 wheel will be sent for inspection; if kept deposit allowed. Clapp Cycle Co., 169 and 403 Yonge-street.

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J. M. REEVE, Q. C., Barrister, Solicitor, "Dineen Building," corner Yonge and Temperance-streets.

FRANK W. MACLEAN, BARRISTER, Solicitor, Notary, etc., 34 Victoria-street. Money to loan.

CAMERON & LEE, BARRISTERS, SOlicitors, Notaries, etc., 34 Victoria-street. Money to loan.

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Much good feeling is conspicuous in marine circles over the reappointment of Mr. C. S. Humphrey of the Verral Transfer Company to his old position as transfer agent at Milloy's wharf. Mr. Humphrey's eager efforts to please all with whom he comes in contact are still fresh in the memory of all his many steamboat friends. His re-engagement is due to the efforts put forth by Baggage Agent Tibbits of the Niagara Line.