

Headache
Biliousness, sour stomach, constipation and all liver ills are cured by
Hood's Pills
The non-irritating cathartic. Price 25 cents of all druggists or by mail of C. I. Hood & Co., Lowell, Mass.

AROUND THE CITY.

—R. W. Bennett, of the Bennett Furnishing Co., leaves tomorrow for England.
—W. T. Dockrill, of Toronto, traveling passenger agent of the C. P. R., is in the city.
—G. W. McCaskey, of Toronto, district passenger agent of the Northern Pacific Railway, is in the city today.
—Smooth ice and the music of the Seventh Band should tempt a large number of skaters to the Princess rink tonight.
—The many friends of Mr. Herman Nickle will be pleased to hear that his mother, who has been seriously ill, is able to be round again.
—Miss Ethel Shannon, who has been visiting her brother, Mr. Will Shannon, of Beaconsfield avenue, has returned to her home in Goderich.
—Mr. Reuben James, the patient at the isolation hospital, who was reported to be in such a dangerous condition, is said to be somewhat better today.
—No business having been entered, there will be no sitting of the high court of justice tomorrow. The next sitting will be held on Saturday, March 15.

—Sergeant Major Adams dropped his steel-rimmed eye-glasses yesterday between Piccadilly street and the police station. The finder should return them to the police station.

—The funeral took place in this city this afternoon, of Miss Jane Lynham, who died on Tuesday in Detroit, at the advanced age of 88 years. The remains were brought here this morning.

—Mr. and Mrs. Jas. Fulton Cumming (nee Miss Kathleen Nixon) arrived at New York from England on Saturday last, and are daily expected at Hyde Park, on the city's trip to the parents, Mr. and Mrs. George Nixon.

—In referring to the ladies and gentlemen who kindly assisted in the concert at the First Presbyterian Church last evening the name of Mr. Barker was unintentionally omitted. Miss Wishart, of Dundas, acted as accompanist very acceptably.

—The Froebel Society held its usual weekly meeting Tuesday afternoon, with a large attendance of members and friends, the occasion being a musical afternoon. Mr. Hewlett, in his very able manner, delighted the society with his pleasing rendition of the master composers, as compiled by Miss Hoffer in her book of music for use in the kindergarten.

—Two old inmates of the Mount Hope Refuge died yesterday. Mrs. Bridget Halloran was 70 years of age, and her death was caused by paralysis. Her funeral will take place tomorrow at St. Peter's Cathedral. The other was Mr. Edmund Hogan, who was born in Ireland 74 years ago. He had been ill with dropsy. His remains will be sent to Goderich tomorrow.

DEATH OF AN AGED LADY.
The death occurred yesterday in this city of Mrs. Mary Ann Dempster, relict of the late Robert Dempster. Death was due to nervous prostration. Mrs. Dempster had attained the age of 70 years and was a highly respected resident of the city for many years. The funeral takes place tomorrow afternoon to the Scotch Cemetery, preceded by services at St. Andrew's Church.

'BUS PARTY TO R. B. SUMNER'S.
Mr. R. B. Sumner, of con. 1, Westminster township, extended a cordial invitation to the members of All Saints' ner and his genial wife prepared an choir, of this city, to spend last Thursday evening at his home. The party was an excellent oyster supper, and it is needless to say, justice was done to the good things provided. The evening was spent in games and music. A hearty vote of thanks to Mr. Sumner and his wife, and the singing of "For Him a Jolly Good Fellow" and the National Anthem closed a pleasant evening. On the way to the city the bus upset, but no one was seriously injured. The roads were very dangerous in many places.

RECRUITING COMPLETED.
Seventeen recruits, making a total of 55, left here for Ottawa this afternoon. Recruiting stopped yesterday at 5 o'clock, and all enlistment papers were sent to Ottawa. London's quota was five short at that time, not because men were lacking, for there were scores at the barracks anxious to go, but the very strict rules demanded qualities and capabilities they did not possess. Joe Day, P. C. Ignatelli and St. W. Woodville, of the first contingent, were taken on yesterday. No member of B Company who applied was rejected. The non-coms. appointed by Col. Holmes, whose choice will undoubtedly be confirmed, were Sergeant Rogers, Sergeant Gibbons, Corporals Rogers, Ignatelli, Delmer, Hartford, Day and Penwarden. A sergeant receives 8 and 5 shillings a day, a corporal 7 and 5 shillings a day, and privates 7 to 5, according to his grading.

KILLED AT KEMPTVILLE

L. J. Banks Fatally Clubbed While Quelling a Disturbance.

Kemptville, March 7.—Lancelot J. Banks died at his residence on Thomas street early this morning, as the result of being struck by a club in the hands of John Garret. The blow was struck while Mr. Banks was endeavoring to quell a disturbance in Banks Brook office. W. K. McKenna, James Ault, James Gamon, John Garret, Thos. Newman, William Dell and Raymond Banks were present at the time. At 12:30 this morning four of the young men in the office were making a disturbance, when Raymond Banks went home to get his father to restore order. L. J. Banks took the young men to task for imposing on a boy when left in charge of the office, and while quelling the disturbance was struck on the head with a club by John Garret. The blow made a big gash, and a little later Mr. Banks was assisted home by Ault and McKenna. Dr. Holmes was summoned, but no medical aid could help, and at 1:30 he died. A warrant was at once made up by Magistrate John E. Select for the arrest of Garret and Wm. Dell, James Gamon and Thomas Newman. These four were arrested about 4:30 a.m., and are held pending the result of an investigation by the coroner's jury.

METAL THIEVES! DOMINION PARLIAMENT

Do a Great Deal of Damage to Empty Houses.

Serious Loss Caused by Vandals in Tearing Away a Few Dollars' Worth of Piping—Suspects Arrested and Held for Trial.

Three young men appeared in police court this morning, charged with burglary. Their offense consisted in entering vacant buildings and removing therefrom the lead pipe and brass fittings of the plumbing arrangements. The seriousness of the offense consists not so much in the value of the articles stolen (which amounts at the most to a trifling sum) but in the damage done to the property in the effort to secure the stolen stuff. Vandals frequently do \$100 damage to a house in securing less than a dollar's worth of metal.

The young men arrested yesterday afternoon and charged this morning were Albert Flitton, Joseph Coughtry and Joseph Roberts. The former is aged 24, and is married, and the two latter are aged 18 years. Three charges had been laid, one by George Fox, owner of two houses, entered at 40 and 42 Oxford street; one by Wm. Webster, on behalf of the Presbyterian Mission, Oxford street, and the third by Wm. Magee, on behalf of the Dur and estate, owner of a house on Piccadilly street, between Waterloo and Colborne streets.

The three accused elected summary trial. Coughtry and Roberts pleaded guilty to the first and third charges, and not guilty to the second charge. Flitton pleaded not guilty to all three charges, but said he had taken the stuff from the other two. However, on a specific charge of receiving stolen goods, Flitton pleaded not guilty.

The three were remanded till tomorrow, when the evidence in the case will be heard.

The police have in their possession a quantity of metal evidently stolen from other houses than those reported. Owners of vacant houses would do well to examine their premises. The three accused men are believed to be the same who were surprised while coming from Mr. Claypole's house on Talbot street, after damaging it to the value of \$75. As soon as seen they dropped the metal they were carrying and ran.

The only other offenders at police court were two men charged with being drunk and disorderly. One was fined \$5 or 20 days and the other was discharged.

HIS STOMACH REMOVED

Rare Surgical Operation in a New York Hospital—Will Be Up in a Week.

New York, March 7.—Lewis J. McKenna, a clerk in an insurance company, is in St. Luke's Hospital, recovering from a surgical operation, one of the rarest known to modern science. The operation is known as gastro-antropomy and consists of removing the patient's stomach, cutting away the pylorus and several malignant growths in its vicinity, and restoring the stomach to its former place. McKenna was seized last night, and the physicians say that if the present improvement continues he will be up in a week.

McKenna complained some months ago of severe pains in his stomach and was troubled with indigestion. This condition called for an examination, which disclosed a tumor as big as a hen's egg. The point where the incision was made, the pylorus, is the exit of the stomach into the intestines, and the opening being the entrance through the oesophagus. The stomach was cut away from the intestines and the organ was lifted completely out of its place and laid on a cushion of antiseptic cloths placed on the patient's chest. Then the doctors cut away the tumor and cut off the pylorus, the other malignant growth being also thoroughly cut away. The stomach was then put back in its accustomed place, having been joined to the intestines with silk sutures. But little blood was apparent throughout the whole operation, which lasted one hour and fifteen minutes. The patient rallied at once, and it was seen that the operation was a success.

WOULD NOT BE CARVED.

Bay St. Paul Merchant Refuses to Allow the Doctors to Perform an Operation—He Is Well Now.

Bay St. Paul, Que., March 4.—Our general storekeeper, Mr. Arthur Fortin, is a married man, aged about forty-two. Life is very dear to him, yet, when the doctors, four or five of them, wanted him to submit to an operation, and all declared that it was the only way his life could be saved, he refused point blank and dismissed them. He had tried everything for his Kidney Disease and much disordered his system.

"I have been troubled with kidney trouble all my life," says Mr. Fortin. "I had tried all the medicines I had seen advertised, but none helped me. I had consulted four or five doctors, and they all wanted to perform an operation." They said it was the only way my life could be saved. I would not submit to it.

Just then, I saw an advertisement of Dodd's Kidney Pills, and I determined, although discouraged, to make one more try, and this would be the last. They cured me completely."

The recruits for the South Africa constabulary will leave for Africa about the 20th or 22nd inst.

Mrs. Winslow's Soothing Syrup
Has been used for over FIFTY YEARS by MILLIONS of MOTHERS for their CHILDREN'S TEETHING, with PERFECT SUCCESS. IT SOOTHES, IT CURES, IT SOFTENS THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, and is the best REMEDY for DIARRHOEA. Sold by Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Kind." Twenty-five cents a bottle.

Mr. Robert Ferguson, M.P.P., has given \$1,000 to the Chatham Hospital. NOT A NAUSEATING PILL.—The extract of a pill is the substance which unfolds the ingredients and makes up the pill mass. That of Parmelee's Vegetable Pills is so compounded as to preserve their strength, and they can be carried into any latitude without impairing their strength. Many pills, in order to keep them from adhering, are rolled in powders, which prove nauseating. Solely Parmelee's Vegetable Pills are so prepared that they are agreeable to the most delicate.

Carl Carrington, a well-known newspaper man and writer of short stories, is dead in San Francisco from pneumonia.

TO CURE THE GRIP IN TWO DAYS
Laxative Bromo-Quinine

Transportation and Winter Navigation Discussed in the House.

Mr. Dobell Expresses His Faith in the St. Lawrence River Route—Minor Matters.

Ottawa, March 6.—Transportation again engaged the attention of the house this afternoon. Mr. Bennett's resolution, calling for a settled policy on the subject, forming the basis of discussion. The feature of the debate was Mr. Dobell's speech on winter navigation and the advantages of the St. Lawrence route. The evening was devoted to public and private bills. The house adjourned at 9:30 o'clock.

In answer to Mr. Bickerdike, Mr. Fisher said that he, as representing the government, had for a number of years been urging upon the imperial authorities the repeal of the schedule relating to Canadian cattle, and that he would continue to do so particularly during his visit to England in the spring.

Mr. Fisher informed Mr. Lemieux that no honorary decorations had been given to members of the Canadian commission or exhibitors at the Paris exhibition. No honors were conferred by the French government on British or colonial attaches at the request of the British government.

THE TRANSPORTATION QUESTION

Mr. Bennett moved that, in the opinion of this house, the time has arrived when a definite and definite action should be taken on the question of the transportation of the grain and other commodities of the Northwest Territories, Manitoba and the Western States, with a view to enlarging the same to the greatest possible extent in Canadian channels. He thought the time had come when the government should strive to stem the tide and divert trade to Canadian channels. One factor working against Montreal was the fact that Canadian bottoms cannot take part in American trade.

NOT TO BUY CANADA ATLANTIC.

Mr. Bennett declared that there were many indications and a current belief that the government intends purchasing the Canada Atlantic Railway in order to secure traffic for the International.

Mr. Blair stated most emphatically that there had never been one word or syllable of discussion in council or among members of council on the subject of purchasing the Canada Atlantic Railway. In the speech at Halifax, to which Mr. Bennett had referred, he had stated that an arrangement was being made with the Parry Sound system for an interchange of traffic.

WINTER NAVIGATION.

Mr. R. R. Dobell, in reply, while congratulating Mr. Bennett upon the manner in which he had handled the question before the house, pointed out that there were many important points upon which he was inaccurate. He agreed that the improvements in every avenue by which the grain of the Northwest could be moved to the St. Lawrence route should be made, no matter whether by water or rail. Mr. Dobell justified the expenditure at Port Colborne and asserted that the steamer and her two consorts could carry 200,000 bushels of grain from Port Colborne to Montreal through the St. Lawrence canal, and he had it on the best of authority that the most economical method of carrying grain from Lake Superior ports. No means of transport could equal the magnificent system of water carriage which was being established between the two lakes. The actual quantity of grain carried via Montreal. One reason why the shipment by this route had not been larger than that by the rail route was that it had been almost impossible to get steamers to come up the St. Lawrence last fall owing to the imperial government chartering vessels and also owing to the fact that the St. Lawrence route which were circulated, and even today some persons sought to convey the impression that there was not a steamer on the route. Another reason why the shipment by this route had not been larger than that by the rail route was that it had been almost impossible to get steamers to come up the St. Lawrence last fall owing to the imperial government chartering vessels and also owing to the fact that the St. Lawrence route which were circulated, and even today some persons sought to convey the impression that there was not a steamer on the route.

Personally he believed absolutely in the winter navigation of the St. Lawrence. The difficulty of which was nothing like equal to what Russia had to contend with in the Black Sea and the Baltic. There was perhaps, a little difficulty about the middle of March and the early part of April, when the ice blocks the channel between Cape and Bird Rocks, but it is not often that occurs, and occasionally, perhaps once every three or four years. He believed that by establishing winter navigation to Quebec and building large elevators there great benefit would result. The St. Lawrence route was a very serious mistake in going down to Portland, and if the difficulty regarding insurance rates by the winter navigation were overcome, as he believed it would be, it would be more for the St. Lawrence navigation than anything that has ever been done.

ST. LAWRENCE INSURANCE RATES.
It was impossible to give figures of the amount of premiums paid upon St. Lawrence steamers and the amount of losses. But the figures for the year 1900, as given by the Clergue, who had four steamers leaving Montreal as late as Dec. 4, and who was asked \$200 insurance on those steamers, whose freight amounted to \$20,000, so that one-half his freight went in insurance. Before taking his own risk he had to insure one of them, and it was taken at Lloyd's at 60 shillings per cent. When he got to London he found that the underwriter had rewritten the loss in Hamburg at 20 shillings. Mr. Dobell said that he had himself loaded four ships at Bic, and that the lowest possible rate of insurance was 14 and 15 per cent. He called back that he was prepared to take half the risk if the rate was reduced to 10 shillings, and they took it. This only showed that if there were a responsible and strong insurance company in Canada, they would save at least one-third in insurance rates, and avoid the discrimination, which was equal to 3 per cent. If the season of navigation on the St. Lawrence could be extended to Feb. 1, the discriminatory rates would not commence until Dec. 1, and the extension for two months would be a great advantage. Dr. Dobell expressed the opinion that there would be no difficulty in steamers being able to take the winter navigation. The Canada Atlantic Railway would get orders for any quantity of grain if they could only get the freight, and it was his belief that the freight would be taken to its destination. Mr. Shaughnessy, president of the R. R. recently assured him that if winter navigation of the St. Lawrence could be established he would guarantee to send to Quebec between the month of December and March 30,000 tons of cargo, sufficient to load about 70 steamers. If it could be shown that winter navigation was possible by

Specials For Saturday
173 BAYLEY'S 174

Special Bargains for Saturday shoppers. Come early and get first choice.

Veilings

LOT 1.—In Plain and Spot Net, regular prices 15c to 25c, selling now at, 5c
LOT 2.—In Plain Fishnet and Chenille Spots, in black, white and brown, regular prices were 20c to 35c, clearing now at, yard, 10c

Wrapperettes

Very pretty designs in Wrapperettes, suitable for Blouses, Dressing Jackets and Wrapperettes, new colorings and patterns, selling now at, 10c

Bayley's

the ordinary steamer, there would be plenty of cargo. The possibility of winter navigation should at once be faced in Canada. Mr. Dobell endorsed the policy of the government in the present possible channel of communication between the west and the eastern seaboard, and deprecated petty rivalries between different routes, prophesying that there would be ample for all of them as the country developed.

Mr. Roche (Halifax) dilated upon the advantages of Halifax as a port, and urged Canadian merchants to import by Canadian lines.

GOVERNMENT'S GOOD WORK.

Mr. German, criticising the language of the resolution, expressed the opinion that the fixed and definite line of policy was laid down by the Conservative party when in power, and that the present government had not only carried out that policy, but was also deepening the harbor and improving the navigation on every line of communication from west to east, so that Canadian products can be carried over Canadian routes. It was only recently that a united Dominion became a reality. Since then much had been done, and much yet remained to be done, and was being done by the government to improve our transportation.

MINOR MATTERS.

Mr. Smith (Wentworth) moved the second reading of his bill to provide a standard basis for the telegraph. The bill provided that it will not be advanced further until the fruit men can express their views.

Mr. Jabel Robinson moved the second reading of his bill to afford farmers increased rights of drainage over railways. Mr. Blair expressed the belief that the safety of the traveling public and those using the railways was a matter of paramount importance, and must outweigh even the question of drainage. He did not believe that a united Dominion became a reality. Since then much had been done, and much yet remained to be done, and was being done by the government to improve our transportation.

WIRELESS TELEGRAPHY

Successful Experiments With an Automatic Repeater—Messages Distinctly Transmitted.

Washington, March 7.—An interesting account of successful experiments in wireless telegraphy is contained in reports received at the state department from Consul George V. Roosevelt, at Brussels, Belgium. The experiments were conducted by Emile Guerin, the inventor of an automatic repeater. He first attempted to transmit wireless messages direct from Brussels to Antwerp, a distance of 25 miles, and thoroughly established the feasibility of attempting to send messages over such a distance between the aid of captive balloons or masts. He then turned all his attention towards the transmission of the electric railroads by relays, and in this, it is stated, he was successful. He telegraphed from a station on top of a structure in Brussels to one on the tower of St. Bombant Church in Malines. Numerous messages were received and transmitted with great distinctness, and two messages were received at a time when communication with the ground from the transmitter had been interrupted. This was the first instance on record where wireless messages were exchanged between two large cities with the antennas placed on high monuments, and without the help of captive balloons or kites. Mr. Guerin's system involves the method used in ordinary electric telegraph relays and translators, the apparatus at intermediary stations repeating the message automatically as received. Mr. Guerin represents a formidable argument against the hope that great distances will ever be traversed at a single flash. "The world is round," he says, "and the rays spread in a straight line."

PLEASE PULL HER THROUGH.

The following letter is claimed to have been sent to a Missouri physician recently:

"Dear Doctor,—My wife's mother is at death's door. Please call and see if you can pull her through."

A German firm is said to have offered to finance for Turkey a loan of £2,000,000 (Turkish), on condition that Turkey buys her war material from Germany firms.

TOTALLY DEAF.—Mr. S. E. Crandell, Port Perry, writes: "I contracted a severe cold last winter, which resulted in my becoming totally deaf in one ear and partially so in the other. After trying various remedies, and consulting several doctors, without obtaining any relief, I was advised to try Dr. Thomas' Electric Oil. I warmed the Oil and poured a little of it into my ear, and before one-half the bottle was used my hearing was completely restored. I have heard of other cases of deafness being cured by the use of this medicine."

IS THERE ANYTHING more annoying than having your corn stopped up? Is there anything more delightful than getting rid of it? Holloway's Corn Cure will do it. Try it and be convinced.

Double Trading Stamps

ON FRIDAY AND SATURDAY.
Now is your opportunity to get DOUBLE STAMPS and DOUBLE BARGAINS at our

BIG ALTERATION SALE

Prints	Shaker Flannel
10 yards of 12 1/2c goods for.....\$1 00	32 inches wide, good patterns, 10 yards for.....\$1 00
10 yards 8c Print for..... 50c	Outing Flannel.....12 1/2c
White Duck..... 10c	Fancy Spot or Stripe..... 8c
15c Wrapperette..... 10c	Men's Heavy Socks, 2 pair for..... 25c
75c and \$1 Smocks or Overalls..... 50c and 85c	Men's Night Shirts
3 boxes Paper Collars, Comet or Opera, only..... 25c	Only a few left, going at 39c and 59c
	25c Wool Hose..... 19c
	40c Ribbed Hose..... 35c

A. SCREATION & CO.

COLD DAYS IN DAWSON CITY.

A Londoner's Experience of 65° and 69° Below Zero.

Trip by the Gold Run Stage—Magnificent Views—The Big Gold-Producing of the Klondike.

Mr. F. A. H. Fysh, formerly of this city, writes as follows:

Dawson, Feb. 12, 1901.
Dear Sir,—Last month, for about a week, we experienced the coldest snap the Yukon has had since the advent of the thermometer. It ranged by the official instrument from 65 to 69 below zero, but many others, whose claims for reliability stand unquestioned, ran as low as 73 and 75 below zero, while other thermometers went out of business altogether. This severe weather had the effect of stopping work on a number of the creeks, and also hindered travel. Yet the stages to and from the forks kept up their regular schedule, and even the Gold Run stage only missed one-half of a trip, owing to the death of one of the horses. This is a run of 45 miles, and one can hardly credit it that horses can stand such severe weather.

A DELIGHTFUL TRIP.

This latter trip is a delightful one and takes about ten hours (including stops), going from Dawson to Gold Run, and the return about nine hours. I may here give the route at present taken: Starting from Dawson at 9 a.m., we take the road on the Klondike as far as the mouth of Bonanza Creek, thence along this noted creek, passing the Rich Creek and Bench claims, most of which are now working, reaching Grand Forks at 11 a.m. This is the junction of Eldorado and Bonanza Creeks. After a few minutes' stop we proceed up Bonanza to Carmacks Forks, where we stop for dinner and change horses. Then up to the head of Bonanza, being hauled up to the Ridge road, or dome, by cable, the horses having been driven up.

A GREAT ROAD.

This road was built by the government, and ascends to the ridge just above the mouth of Bonanza Creek on the Klondike, following the ridge of hills to the different creeks, spurs being built to the forks, to Sulphur, Quartz, Golon and Gold Bottom Creeks. This is a great boon to the freighters and mine owners, and makes a fine winter road and a fair summer road.

MAGNIFICENT VIEWS.

The view from Ridge road is beautiful. Away to the north the Rockies loom up in all their tremendous magnificence. In the valley to the right we passed Quartz Creek, and its tributaries, Superior Creek and its tributaries, and to the left, Last Chance and Gold Bottom Creeks, both being tributaries of Hunker Creek. Then we reached Williams' road house, where we changed stages. The one we came thus far going on down Cariboo Creek (which was right before us) to Dominion Creek, which we could see in the distance. After a wait of half an hour we started again, passing to our left, a few more of Dominion Creek tributaries, until we reached the head of Gold Run Creek, thence on down to No. 36, where we made our headquarters. Now, in this letter, I have named the principal big gold producers of the Klondike.

WELL-MANAGED WATERWORKS.

The Dawson Waterworks Company are to be congratulated, surely, this winter, for they have kept the water running through the mains without a break during the extreme cold weather of 70 degrees below zero. The pipes are laid in a box which leaves an air space around them, and are only about two feet below the surface, and the ground is frozen solid all around them. They have water houses at nearly every corner, that is, on the streets where the main runs, and in which the hydrants are situated, and also an all-right stove in which fire is kept night and day, and watchmen are busy keeping them from going out. During the severest weather they placed a coil of steam pipes around the pipe at the engine house, which raised the temperature of the water a few degrees. The company's charges were considered reasonable, namely \$4 per month per family, which entitles you to a key to one of the many houses. Notwithstanding the waterworks many men are making a good living by hauling and delivering water from the Klondike and selling it for two bits, or 25 cents per five gallon-pail.

GOOD COAL.

A very good quality of bituminous coal is being mined about 15 miles from town, on Rock Creek, a tributary of the Klondike, and it brings \$25 per ton, delivered. The mine is owned by the Alaska Exploration Company, who are going to build a tram or electric road, and which will greatly reduce the price, and will greatly increase its use.

THE DEATH OF THE QUEEN.

There was quite a gloom spread over the city on receipt of the news that our beloved Queen had died, which came officially about 9:30 a.m., Jan. 23. All the government offices, and nearly all places of business closed for two days, and also on the afternoon

of memorial day. Services were held at the Savoy Theatre, which was magnificently draped for the occasion. A chorus of about 100 voices assisted in the music, and the Episcopal, Methodist and Presbyterian clergymen had charge of the other part of the services. The crowd that came would have filled a hall three times its size.

RAILWAY CHANGES

Mr. R. S. Logan Goes as Manager to the Central Vermont—Supt. Mooney Retires.

Montreal, March 6.—Mr. R. S. Logan, secretary to Mr. Reeve, the general traffic manager of the Grand Trunk, has been appointed vice-president and general manager of the Central Vermont, to succeed Mr. E. H. Fitzhugh, who, as already announced, has resigned to take an important position with another company, the name of which has not been disclosed. Mr. Logan joined the Wabash Railway in 1885 under the management of Mr. A. Talmage. He acted in the capacity of secretary to Mr. Hays, and when that gentleman became manager of the system, Mr. Logan was made traveling secretary to the new head. When Mr. Hays undertook the control of the Grand Trunk he invited Mr. Logan to accompany him as secretary. The latter accepted, and came on from St. Louis, in which city he was born. Mr. Logan, in the delicate position he occupied, gave the greatest satisfaction by his tact, courtesy and ability, inspiring the confidence of all who were brought into contact with him. Upon the appointment of Mr. Reeve to the position of general manager, the latter appointed Mr. Logan as his assistant, having cordially admired his work while acting between the public and Mr. Hays.

It is understood that Mr. J. E. Dalrymple, general freight agent of the Central Vermont, will be appointed secretary to Mr. Reeve, the general manager of the Grand Trunk, to succeed Mr. Logan, who was appointed general manager of the Central Vermont.

Montreal, March 7.—Ira W. Gantt has been appointed freight agent of the Central Vermont, in succession to J. E. Dalrymple, who comes to Montreal as assistant to Mr. Reeve. Mr. Gantt has been connected with the Central Vermont for some time.

OPPOSE TRADING STAMPS

Large Deputation of Business Men Ask Government to Prohibit Their Use.

Toronto, March 7.—Premier Ross was this morning met upon his deputation, representatives of thousands of retail dealers throughout Ontario, who asked that a measure be passed forbidding the using of trading stamps in municipalities where the council refuses to sanction them. The retailers believe that public sentiment is against trading stamps, and that few councils would approve of the system. The deputation was introduced by Mr. Graham, M.P.P. of Brockville, and consisted of delegates from Toronto, Hamilton, London, Brantford, Woodstock, St. Thomas, and many other places. The premier promised to consider carefully the arguments advanced.

NO ONE-CENT LETTERS.

Montreal, March 7.—Hon. Mr. Mullock, postmaster-general, in answer to a board of trade resolution, asking that the drop letter rate of two cents be reduced to one cent, informed the board that his inquiry leads him to the conclusion that except in such places as have free delivery, the proposed reduction would not meet with favor either in parliament or the country.

A POLITE REBUKE.

"Mornin' paper, sir?" sang out the newsboy. "One penny, sir."
"Here's three-pence, boy," replied the facetious customer. "Keep the two-pence, buy a cake of soap with it, and give your face a washing."
The newsboy handed back the money with great dignity. "Keep the change yourself, sir," he said, "and use it to buy a book on etiquette, sir."—Tit-Bits.

MESSRS. NORTHOPE & LYMAN CO. are the proprietors of Dr. Thomas' Electric Oil, which is now being sold in immense quantities throughout the Dominion. It is welcomed by the suffering invalid everywhere with emotions of delight, because it banishes pain and gives instant relief. This valuable specific for almost "every ill that flesh is heir to" is valued by the sufferer as more precious than gold. It is the gift of life to many a wasted frame. To the farmer it is indispensable, and it should be in every house.