

NEW SHIRTWAISTS.

The very swiftest sort, new sleeve, new panel front, rich in style and effectiveness; cheap, too, that's the beauty of it; a pretty waist for \$1.00, others up to \$1.25 and \$1.50. Can be seen in our waist section.

BAYLEY'S.

NO DAMAGE DONE
SAYS ALEXIEFF

Gives Czar the Details of the Bombardment.

JAPS VICTORS IN LAND FIGHT

The Rival Armies Clash South of Vladivostok—Notes of the Campaign.

St. Petersburg, March 8. — Viceroy Alexieff has sent to the Czar the following message: "Mukden, March 8. I have the honor to communicate to your majesty the following details of the events of March 6: The enemy's squadron approached Vladivostok towards 11 o'clock in the morning, having passed near Askold Island. After several maneuvers, which involved changes in the squadron's order of battle, two cruisers were left to the north of the island and the remaining vessels of the squadron steamed along the coast of Ussuri Bay, parallel to the shore, and keeping about 15 versts (approximately 10 miles) therefrom. Upon arriving off Mount St. Joseph and the Ussuri Bay battery, the squadron, preserving the same order, made towards the battery. The ships opened fire from both sides, evidently using blank cartridges, in order to warm their guns. At 1:35 p.m., when at a distance of eight versts (approximately 5 miles) from the shore, the leading ship opened fire with her forward guns, and then the entire squadron steamed along the shore, firing their port guns as they went. The enemy did not fire while turning. After the third turn the squadron, at 2:25 p.m., ceased firing and steamed off to the southward, about 10 miles to the right of Askold Island, finally disappearing at 5:30 p.m. In all the enemy fired about 500 shells with no effect.

No damage was done to the fortress or the entrenchments, and the damage was insignificant. The garrison is in excellent spirits, and the operations of preparing the batteries for action were carried out in perfect order. According to reports of events of March 7, the enemy's squadron reappeared at 8 o'clock in the morning off Vladivostok. They left Ussuri Bay, and proceeded along the coast without opening fire. The squadron returned and headed for Cape Gamova (Possett Bay), which it reached at 3:40 p.m. The enemy finally turned off when opposite Pajai Bay, and departed in a southerly direction."

CORRESPONDENTS' TROUBLES.
The Jap Censorship the Most Rigid of All Campaigns.

London, March 8. — A correspondent at Shanghai, writing on Feb. 17, says: "The rigid censorship placed by the Japanese authorities on all telegraphic dispatches, both press and private, has caused many of the foreign correspondents to seek a field of news on the mainland. Correspondents who have reached here from Tokyo report that the censorship is more perfect than they have ever encountered, and is exercised with the same rigidity as well as on foreign matter. The exactions of the censorship and the difficulties of international communication have served to largely obscure the view of the correspondents and probably has resulted in much conflicting news from various points. It is anticipated that, when the corps of newspaper representatives, who are now at Tokyo, are finally allowed to go to the front, a serious communication graphic service will result, as the military and available land lines are not adequate to the service they are called upon to perform. Well-informed newspaper men, who have reached here, express the opinion that there will be no extensive telegraphic operations until the naval operations are conclusively decided, unless the Russians should cross the Yalu and start south, thus forcing the hands of the Japanese. From the best information obtainable, however, the Russians are not in shape to make a move in force. It is generally held

A HEALTHY OLD AGE

The Goal of Every Man's Ambition

THOUSANDS of human beings are suffering from the burden of a sickly, premature old age, because of diseased kidneys. These organs once diseased give out to all parts of the body a deadly slow-acting poison. The face loses its color, the eyes its luster, the brain its ambition, and the muscles their energy, and many of the most troublesome ailments result.

Bu-Ju cures all forms of kidney trouble, and brings back youth and vigor by rooting out the evil. It is a never-failing cure for every form of kidney ailment. It cures rheumatism by eradication of the cause of rheumatism, kidney disorders. If you are suffering from any form of kidney trouble, commence taking Bu-Ju, The Kidney Pill, at once. You cannot afford to neglect the many symptoms that point to diseased kidneys.

Clafin Chemical Co., Windsor, Ont.

Gentlemen:—I suffered most continually for seven years from kidney trouble. Could scarcely walk and was unable to attend to my farm duties. Saw Bu-Ju, The Kidney Pill, advertised and procured a box from my druggist. After taking the first few pills I felt much relieved and after taking half a box was able to do a full day's work. I know one box of Bu-Ju saved me \$50 doctor bills, and think they are the finest pills made.

Yours very truly, JAMES ABBOTT.

Bu-Ju, The Kidney Pill

is for sale by druggists generally, or will be forwarded by mail on receipt of price.

50 cents per box.

by the experts that should the Japanese sweep the sea, three large forces will be put in operation, one against Port Arthur, one through Korea, and across the Yalu to cut the Russian center to the railway, and the third against Vladivostok. The regulations for the government of the foreign newspaper correspondents have been promulgated and are ironclad. One article provides that if a war correspondent violates the criminal law, military criminal law, or law for the preservation of military secrets, he may be punished according to military law by court martial.

WAR NOTES.
"Vice-Admiral Marakoff, who takes command of the Russian Pacific fleet, arrived here today and hoisted his flag on the cruiser Askold. His arrival has aroused great expectations among the Russian sailors, and he was given a triumphant reception by the people. He has already inspected Port Dalny and Talienwan. Four merchantmen have been brought into Vladivostok."

It is reported from Shanghai that Viceroy Alexieff is preparing to remove his headquarters to Harbin after having in vain ordered the Tartar general to dismiss the Chinese garrison at Mukden.
In Shanghai it is believed that the Japanese will attempt the seizure of New Chang as soon as the ice clears. A correspondent of the Daily Express at Shanghai asserts that the Russians are throwing up a continuous line of earthworks at Kaiping to Liao Yang. The Che Foo correspondent of the Daily Express reports that a large Japanese fleet has been seen proceeding towards New Chang.
Among other unconfirmed reports it is said at Yin Kow that the Japanese have advanced to Feng Hoang Chang (about 40 miles northwest of Wifu). It is also reported that news has reached Osaka, Japan, of an engagement between Japanese and Russians at a point 100 miles from Vladivostok, in which the Russians fled. A correspondent of the Daily Express at Tokyo says that, according to reports from Port Arthur, the Russian battleship Retvizan and the cruiser Askold have been refloated.

Father and Son
BOTH CURED OF
KIDNEY TROUBLE

BY
Doan's
Kidney Pills.

Mr. Benjamin Brooks, a well-known farmer of West Cape, P.E.I., tells of how his son was cured of Kidney Disease, and how he was cured of Backache.

The First Sign of Kidney Trouble.

He says: "Our little boy was troubled with kidney disease. We had tried many kinds of kidney pills but they only helped for a time. We got Doan's Kidney Pills and one box effected a perfect cure. About six weeks after this I caught a very bad cold that settled in my kidneys. My back was so sore I could hardly walk. I went to the drug store and got a box, took them according to directions and the result was that my back was completely cured. I believe they are the best kidney pill on the market today."

There is not a kidney trouble from Backache to Bright's Disease that Doan's Kidney Pills will not relieve or cure. The price is 50 cts. per box, or 3 boxes for \$1.25 and may be procured at all druggists or from

THE DOAN KIDNEY PILL CO., TORONTO, ONT.

STEAMERS ARRIVED.

March 8.—At New York-Kaiser Wilhelm, from Bremen; Yaffa, from Bremen; Antwerp, from Bremen.
At Bristol-Monmouth, from St. John's; Bristol, from St. John's; Bristol, from New York; Romantic, from Boston.

PREMIER BRINGS
DOWN "800" BILL

Asks \$2,000,000 Guarantee For the Industries.

SCHEME WILL BENEFIT ONTARIO

Government Is Strongly Protected in Case of Default—Algonia Central Railway as an Asset.

[Special to The Advertiser.]
Toronto, March 8.—Contrary to usual precedent the Premier rose to explain his 800 bill on the subject of the Algonia Central Railway. He pointed out that as a single enterprise the Consolidated Lake Superior concern was of unprecedented magnitude in Ontario if not in Canada. A vast amount of Canadian and American capital had been sunk in the concern, but the only Government aid given had been a grant of 7,400 acres per mile for the Algonia Central Railway, under terms of settlement. After expending \$35,000,000 the company became financially embarrassed, and the shareholders were unable in the state of the money market to advance any more cash.

Although it might be objected that such industrial concerns did not come within the purview of the government, many governments, including the British Government with the Cunard Company, and the sugar industry in the West Indies, the \$2,000,000 with the large capital and business capacity of the company, it is almost certain that putting this additional capital into the enterprise would not prevent them working it successfully. They are attempting to work on a \$10,000,000 basis with originally cost \$5,000,000, and there can be no doubt of dividends.

THREE CANADIAN DIRECTORS.

Besides this there would be three Canadians on the board of directors, two of whom were already chosen, which would be an additional security for the good management of the company. The Premier remarked that he had made this statement that the House might understand the importance of the enterprise per se, and that this is a Canadian enterprise, and also that the guarantee the Government proposed to get could not possibly result in loss to the Province.

Concluding, the Premier said: "It is for the House to say whether we had better give this guarantee to start with these industries and secure the commanding position the manufacture of railroads would give us, the construction of the Algonia Central Railway, and the employment of all these men, or stay our hands and let these industries be the victims of the wind." "It is not for the House to say whether we had better give this guarantee to start with these industries and secure the commanding position the manufacture of railroads would give us, the construction of the Algonia Central Railway, and the employment of all these men, or stay our hands and let these industries be the victims of the wind."

A GOOD INVESTMENT.

The Algonia Central had been granted by charter 1,600,000 acres, and it was increased in value by a dollar an acre, it would give by itself a very handsome return on the construction. Already 91 miles of the road were completed and ironed, with 22 miles of sidings and terminals and docks at Michipicoten, as well as up cost four or five million dollars to equip, and the Premier felt it would be a great thing to say that in the heart of Ontario there was such a mill, which would build up a city, as similar works in the States had built up Pittsburg, Chicago and St. Louis, instead of sending to the States, Germany and England for our rails.

GOOD RESULTS OF SCHEME.

"These were the conditions which faced us in undertaking to assist this enterprise. First, a small mill saving the \$35,000,000 originally invested. Secondly, we are preserving to the Province the advantages of the pulp mill, immense cost, as well as the veneer and saw mills and car shops; but the main enterprise we were assisting was the steel plant, which we expect will be such a source of advantage in the development of our iron industries. This, then, to this there is the railway, 225 miles to the C. P. R., vastly increasing the value of the country, both in land and forest wealth.

"That is the foundation of the demand made upon us, and the reason why we recognized the appeal.

"The amount was the guarantee of \$2,000,000 of the bonds of the Algonia Central Railway, which will enable the company to find the necessary amount of money to complete their arrangements."

With this guarantee the company proposed to completely equip the Algonia Central Railway to the C. P. R., and to bind themselves to operate it for passengers and freight. They would bind themselves to pay off the obligations of all creditors, both secured and unsecured, amounting to \$1,000,000, due to people in Canada and the United States.

"The sums advanced by the banks for the payment of wages were also discharged to the last dollar, so that the obligations assumed by the Province in that respect, along with the other liabilities of the company in the Province, will be similarly discharged. That is important, because many Canadian creditors could ill-afford the losses they would sustain by the collapse of the company, and we shall be glad to see the bank claims settled without taking advantage of the land clauses of the railway bill.

"Then they propose to organize a company to carry on all these works, aid to indemnify and save harmless the company for its guarantee. This guarantee of \$2,000,000 is for the short period of two years. If the company makes default in the conditions, which will be fully set out in an agreement to be brought down soon, we are at liberty to take possession of the railway and dispose of the other securities.

"I am speaking of our liability of \$2,000,000 for two years, the bonds to be guaranteed carrying four per cent interest. If the company fail to complete the railway expeditiously they are in default, if they fail to pay the creditors in default in any way we can take proceedings to gain possession of the railway.

THE SECURITIES OFFERED.

"As to our securities. In the first place the railway cost \$750,000, and this is our first security. In addition

Common soaps destroy the clothes and render the hands liable to eczema.

SUNLIGHT
SOAP
REDUCES
EXPENSE

Ask for the Octagon Bar

Our mortgage covers the ships and barges of the company, \$725,000. These two items alone give very substantial security. The \$125,000 of the Sunlight Soap Co. is from the Marquette and North Shore, costing \$500,000, is also given as security. So the whole security amount of the bonds is seven and eight million dollars. That appears to us to be a very substantial guarantee that the Province will suffer no loss, in fact, a large contractor told me he was willing to purchase the Algonia Central as it stands for \$1,500,000.

Besides paying off all of these liabilities, the company reserve \$1,000,000 for working expenses, so as to start in a financial position. Their \$2,000,000 of the \$10,000,000 bonds to be issued, are to be deposited with a trust company as collateral for the other securities of the Government, so that taking it all together, we are placed in a position of absolute security.

HOW TO RECOVER GUARANTEE.

We can proceed as to like to recover the guarantee, if necessary, to dispose of the railway or take it over and run it as a Government road. Or we could sell the \$2,000,000 of the large capital and business capacity of the company, it is almost certain that putting this additional capital into the enterprise would not prevent them working it successfully. They are attempting to work on a \$10,000,000 basis with originally cost \$5,000,000, and there can be no doubt of dividends.

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A PROFITABLE UNDERTAKING

Will Greatly Facilitate Settling of New Ontario—Mr. Beck and Asylum Supplies.

[Special to The Advertiser.]
Toronto, March 8. — One of the heaviest sessions of the Legislature since its opening was that of today. The Premier also introduced a resolution memorializing the Dominion Government to make the usual grant of \$3,200 per mile toward the construction of the Temiskaming Railway.

The evening session was devoted to the estimates, the Opposition seeking to make some capital out of the asylum expenditures. Mr. Beck (London), made the statement that for last year supplies for London Asylum not one cent went to Conservative merchants.

He complained that this made it very hard for a Conservative to win an election in London.

Mr. Stratton frankly stated that the usual custom was followed of purchasing from friends of the Government, so long as their goods were satisfactory and their prices low. A question by Mr. Garney elicited the information that the Government was paying Toronto Saturday Night \$150 per page for writing up charitable institutions of the Province.

TEMISKAMING RESOLUTION.
The Premier's Temiskaming resolution, which was supported by both sides of the House, says in part:

"That in projecting the said railway the Legislature deemed it of the utmost importance to afford access to the arable lands of the Province, and the settlement of the new day belt, estimated to contain 16,000,000 acres, as they would furnish homes for many thousands who are disposed, and Halifax every Monday, to Liverpool, via Merville.

"That in view of the burdens which the Province will necessarily bear in the construction of the Grand Trunk Pacific, and in view of the contribution which the construction of the Temiskaming Railway will necessarily make to the population of Canada, and in view of the subsidies already granted to other railways of no greater importance, the usual subsidy of \$3,200 per mile is asked.

A PROFITABLE UNDERTAKING.
Speaking in support of the resolution, the Premier referred to the immense advantages that would follow the construction of the line, which would be a profitable undertaking from its very inception. He said that there was no reason why a two-cent passenger rate should not be made on the new line.

Messrs. Whitney, Powell, Matheson, St. John, Hoyle and Nesbitt all spoke favoring the resolution, but blamed the Government for delaying in the matter.

A resolution was also passed that



Linen Wash Dresses

LINEN DRESSES—The washable kind that you can do up as often as you like and keep them ever presentable—will be very popular this summer season. We can't remember ever having shown such a pretty lot, and women who look ahead will buy now, because as sure as night follows day, the best, the choicest, the neatest, the most exclusive will go out first. If you haven't sufficient ready money to buy all you'd like, pick out material for your summer dresses to avoid later disappointment.

Particularly Nice and Low-Priced.

Flake Stripe Wash Linens, in green, blue, gray, pale blue, old rose and pink. Only 12½c
Striped Voiles, in pale blue, old rose, Nile, gray and champagne. Per yard only 15c
Flaked Linen Suits, in old rose, gray, reseda and champagne. Per yard only 25c
Plain Linens, in green, gray, blue, gray, champagne and pale blue. Per yard only 20c
Plain Linens, in champagne, pink, old rose, blue, gray, Nile, gray and reseda. Per yard only 15c

Handsome Insertions and Appliques.

The handsomest patterns we have ever shown in Insertions and Appliques. They are selling freely and of course like all other good things, the best and most pleasing are going first.

New Straight Edge Mercerized Insertions, in champagne and black, at per yard 25c and 35c
Silk Braid Medallion Applique, in delf, Oxford, reseda and brown. Regular 75c quality at 50c
Colored Silk Gattoging, in navy, red, pink, white, pale blue and reseda, at per yard only 10c
The very latest New York fad in Lace Insertion Braid—all the newest shades in emerald and white, black and white, champagne with pink, blue and navy mixed. Per yard 12½c
Special for Neckwear, 7½-inch Hemstitched Silk Ribbon in serpent, reseda, pink, pale blue, navy, black, white and cream. Per yard only 25c

GRAY & PARKER,

150 DUNDAS STREET AND CARLING STREET.

HEAVY SESSION
OF LEGISLATURE

House Agrees to Grant For Temiskaming Railway.

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THE
INTERCOLONIAL
RAILWAYCALENDAR FOR
MARCH SAYS:

"There are more faults in the humor than in the mind."

La Rochefoucauld.

Therefore cultivate a good humor. If business should call you to the Maritime Provinces the pleasures of nature always will give you a good humor is assured on the "Maritime Express" for the roadbed of the Intercolonial Railway is of the very best, its equipment perfect, and the dining-car service excellent.

Write for timetables, fares, etc., to 51 KING STREET, EAST, TORONTO, ONTARIO.

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O. W. RUGGLES, JOHN PAUL, Gen. Pass & Ticket Agt. Agent.

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United States and Royal Mail Steamers

New York, Queenstown and Liverpool.

CELTIC, MARCH 15, 4 P.M.

CELTIC, MARCH 22, 9 A.M.

MAJESTIC, MARCH 30, 10 A.M.

CELTIC, APRIL 5, 10 A.M.

Saloon rates from \$75 up, second saloon from \$45 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$25 and \$30.

Accommodations for all classes of passengers unexcelled.

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OVER THE
WABASH

To the great World's Fair, St. Louis, Mo., opens April 30, closes Dec. 1, covers 130 acres, cost more than \$50,000,000. The most gigantic and colossal undertaking ever attempted by man.

The great Wabash Line is the only railroad that owns and controls its own rails from Canada direct to the World's Fair gates.

The new magnificent trains built especially for this traffic, places the Wabash in the front rank for this business. For other information, address any ticket agent of J. A. Richardson, District Passenger Agent, N. E. corner King and Yonge streets, Toronto.

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ROYAL MAIL STEAMERS

From St. John every Saturday, and Halifax every Monday, to Liverpool, via Merville.

First cabin, \$5 and upwards; second cabin, \$2.50 and \$4; and third class, to Liverpool, Derry, Belfast, Glasgow and London, \$5 and \$8. Through tickets to South Africa.

London Agents—E. De La Hooke, W. Fulton, F. B. Clarke.

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(LONDON)

Proved to be the best by analysis of four chemists, and by awards of the world's great exhibitions, especially Chicago 1893, where it received more points out of a possible hundred, much higher than any other porter in the United States or Canada.