COUNCIL STILL IN THE DARK

The Controllers at Present Do Not Know Where Bathurst-Street Really Ends.

QUESTION OF CATTLE MARKET.

That Proposed Extension of Avenue-Road Car Lines to Mount Pleasant Cemetery.

The Mayor and his protege, Ald. Woods, left town yesterday morning. The business on hand is as mysterious as is the destination of this dovetailed, if not dove-winged pair. It was given out that the business on was "public," and that the destination was Ottawa. Granting the first there are still reports afloat that His Worship boarded a Hamilton train all the same. The other controllers have not even their usual prerogative of "looking wise" about it. Ald. Burns was somewhat incensed at the little snub. Though vice-chairman of the Board of Control he was further overridden by the Mayor when Ald. Hallam was deputized as acting-Mayor. Ald. Burns has a scheme on foot to prevent further sequestration of public matters by the Board of Control. In the loose manner of doing business now matters are more liable to be forgotten than dealt with, and to insure consideration Ald. Burns wants a Board of Control order paper instituted.

Don't Know Where Bathurst Ends.

City Surveyor Sankey is engaged on behalf of the Solicitor's Department, searching the records and old plans to find opt where Bathurst-street's southern terminus really is. This is the clue which is being followed on the chain ferry matter now.

Legislature or No Legislature.

The progress of the cattle market question towards settlement is like unto that of Robert the Bruce's spider. At different times the goal has seemed to be reached, but there has always been a drop at the home stretch. The last fall was before the Legislature. Now the Property Committee has set it a-climbing again. They made an effort yesterday, which, at least on the surface, appeared conscientious.

Now that the Stanley Park idea has been banked, certain of the members, notably Ald. Lamb and Sheppard, are saying "I told you so, and I am not sorry for it." Still Ald. Sheppard, who brought up the subject, was not averse to having the Solicitor report on as to whether the city could not make disposition of Stanley Park to suit its own convenience, independent and in spite of the Legislature. His idea caught on. Ald. Lamb talked all round the subject, winding up by saying there was no hurry to deal with it. Here Chairman Dunn cut him off, promising to produce at next meeting a wau of communications received by him, and urging him to settle the matter forthwith, and do something. He agreed to the idea of a report and so did Ald. Frankland, who felt that adequate room would be had at the present site if the G. T. R. and C. P. R. could be induced to use their own yards to feed and tranship cattle in transit to the seaboard. For disagreeing with Ald. Dunn, who deprecated this idea, Ald. Sheppard incurred the chairman's wrath.

"But I know for a fact," said Ald. Sheppard, "that if the market is removed the G. T. R. will start a market of their own, like they did in Montreal. You had better see to it that you do not inconvenience either or both of the railways. Their interests are to be considered in this matter."

So the committee thought.

The Solicitor will report as to the city's powers of disposition of Stanley Park.

To Report on Whole Question.

But this was not progress enough for Ald. Burns. The whole question is to be reopened as per his motion as follows:

"That the Property Committee at once take steps to find out as to whether the present cattle market if rearranged on the lines recommended by the City Commissioner will answer all the purposes of the cattle trade of this city for a reasonable time, say at least seven years, and that a sub-committee be appointed to report on this matter at the next meeting of this committee."

Ald. Sheppard, Lamb, Bowman, Chairman Dunn and the mover were constituted the sub-committee.

Robb and Milne Get a Job.

The sub-committee's report as to positions to be filled at once at new City Hall was accepted. By suggestion of Chairman Dunn, Messrs. George C. Robb and James Milne were allowed $100 apiece to act as examiners for applicants for the jobs of mechanical and electrical engineer and deputy.

Salary Exceeded Fees.

The return of weigh scale fees submitted, revealed that at least one scale, that of East Queen-street, was not half paying the weighmaster's salary of $100. Ald. Frankland said, "Do away with the scale," but other counsels prevailed and the city Commissioner will report. The fees received during the year were as follows:

St. Lawrence Market	$1,524 75
Western Cattle Market	3,746 24
New Cattle Market	3,626 43
St. Andrew's Market	100 55
St. Paul's Market	76 15
Cowan-avenue	72 90
Bathurst-street	52 95
Dundas-street Fire Hall	40 05
East Queen-street	39 25
	$9,378 27

Sub-Committee on Technical School.

With Ald. Hallam looking daggers askance and also for trouble, Ald. Lamb pressed for a sub-committee to report upon the whole scheme of a new Technical School. Ald. Lamb's motion, however, carried, and Ald. Burns, Steiner, Hanlan, Lamb and Bowman will form the committee.

Will Freeze Lennox Out.

Another matter enmeshed by the tangling touch of the Shaw-Woods majority of the Board of Control was the new City Hall carpets. A recommendation came on from the Board to have Architect Lennox prepare specifications for carpet and linoleum, with which materials the Property Committee was asked to strew the floors in such proportions as it saw fit. But when it came to the committee and Ald. Sheppard protested against paying Mr. Lennox a commission on a matter which could be attended to by laymen like the committee. Coptrollers Burns and Lynd were forced to confess that they had not known that the architect was to be brought into it at all. The committee decided to leave Mr. Lennox out and do its own selecting. They advise the Controllers to advertise for samples of Canadian-made carpet and linoleum. The understanding is that the carpeting is to be confined to the private offices of the Mayor and the heads of departments, with the linoleum throughout the balance.

The City Commissioner will report as to the payment of an account amounting to $654 submitted by John Kay, Son & Co. for 140 yards of Axminster carpet and 84 yards of border for the Council chamber.

Lease Matters.

The Assessment Commissioner had the committee sanction a number of deals over Island leases, and threatened to bring down at next meeting a dicker with sub-lessees of Front-street property between the Walker House and Simcoe-street, south side, and exclusive of the Union Station frontage. The sub-lessees, having bought out the interest of the lessees, Messrs. Fuller and McMurray, are now dealing for lease renewal with the city.

Avenue-Road Left to Committee.

In his regular report for the Board of Works to-day the City Engineer tells what he thinks about the idea of extending the Avenue-road car line to Mount Pleasant Cemetery. He says, in substance:

"There would, of course, be several interests affected by this proposed extension. It would, no doubt, be very convenient for citizens to be able to reach Upper Canada College, St. Michael's and Mount Pleasant Cemeteries by street cars from any point in the city for one fare, but the objection to extending the Avenue-road tracks to the north city limit is that county property would be brought into competition with city property, with the advantage in favor of the county property in the way of exemption from city taxes. There is this to be said, however, in favor of the project, viz., that the Council are desirous of having a system of radial railways constructed outside of and leading into this city. It has been urged that the proper outlet to the north is by way of Yonge-street, but this road is already in the hands of the Metropolitan Railway Company, and no doubt the county authorities would oppose the construction of another line of tracks on this street. An outlet to the north could probably have been effected by an arrangement to run the Toronto Railway cars over the Metropolitan system, but, unfortunately, the Metropolitan Company are now preparing to change the gauge of their tracks, which, of course, would prevent this.

"The whole question, however, appears to be one of policy, which should be decided by Council, and, if the committee so direct, I am prepared to make a recommendation for the extension of the tracks on Avenue-road to the north city limit."

Big $25,000 Job.

He recommends that the asphalt pavement between the tracks on King-street, between Simcoe and Sherbourne, be re-laid with scoria block, at a cost of $25,000.

It is further recommended that the following macadam roadway repair works be carried out on the day labor principle: Front-street, from Sherbourne-street to Trinity-street; Front-street, from George-street to Sherbourne-street; Elm-street, from Yonge-street to University-street; Gerrard-street, from Yonge-street to Jarvis-street.

Cost of a Don Bridge.

He reports against a foot bridge over the Don between Queen and Gerrard-streets. It would cost $900 or $1000.

About Street Railway Matters.

The Toronto Railway Company has been requested to run night cars till 2 a.m. The Engineer having already got what he believes to be the consent of the company to run College and Carlton cars on to Broadview-avenue, he regards it as superfluous to ask to have them run down River-street to King-street. He will not recommend the proposed line up Sumach from King.

Neither will he sanction the running of Carlton and College cars along Gerrard-street to Pape-avenue.

The Engineer, however, sees his way clear to endorse the extension of the car service along Gerrard-street, from the present terminus, Pape-avenue, to Leslie-street.

Against Yonge-St. Foot Bridge.

He further discourages Ald. Spence's proposition for a foot bridge over the tracks at the foot of Yonge-street. It would cost about $1700 and would be inconvenient for Ferry Company patrons.

Pavement Recommendations.

In addition to a huge list of such miscellaneous matters, he adds a proportionate list of pavement recommendations, as follows:

Asphalt—Marion-street, from Lansdowne-avenue to O'Hara-avenue, probable cost $4300, city's share $2000.

Brick—St. David-street, from Parliament-street to Sumach-street, probable cost $7155, city's share $2770; Trinity-street, from King-street to G. T. R. tracks, probable cost $10,260, city's share $2940; Oak-street, from Parliament-street to River-street, probable cost $9300, city's share $3140; Buchanan-street, from Yonge-street to Teraulay-street, probable cost $4230, city's share $640; Sydenham-street, from Ontario-street to Sumach-street, probable cost $10,180, city's share $4420.

Macadam—Dufferin-street, from Dundas-street to Lindsay-avenue, probable cost $5180, city's share $1260; Front-street, from Trinity-street to Cherry-street, probable cost $980, city's share $135; Sackville-street, from Winchester-street to Wellesley-street, probable cost $3450, city's share $1190; Czar-street, from North-street to a point 613 feet west, probable cost $1210, city's share $310; Grange-avenue, from Beverley-street to Spadina-avenue, probable cost $1770, city's share $490.

Cedar block—Morse-street, from Queen-street to a point 2103 feet south, probable cost $4180, city's share $1030; Brunswick-avenue, from Ulster-street to Bussex-avenue, probable cost $4620, city's share $1130; Lorne-street, from Front-street to Esplanade, probable cost $1000, city's share $350.

The following sewers are recommended: Van Horne-street, from Dufferin-street to Dovercourt-road, probable cost $3290, city's share $350; Fisher-street, from Dufferin-street to Sheridan-avenue, probable cost $980, city's share $140; Dowling-avenue, from King-street to Leopold-street, probable cost $1010, city's share nothing.

Concrete walks—Queen-street, south side, from Yonge-street to Sherbourne-street, probable cost $3970, city's share $430.

Committee is Sanguine.

The Twentieth Century Fund Committee of the Methodist Church met in Wesley Buildings yesterday. Rev. Dr. Potts was in the chair; Rev. J. E. Lanceley acted as secretary. Encouraging reports were presented. A pamphlet on the fund was reviewed and recommended to the consideration of the church. Sanguine hopes were expressed that during the 20 months of the 19th century which remain the Twentieth Century Fund would have been provided, ready for employment commencing in 1901.

Cancer Cured.

Burdock Blood Bitters again Vanquishes this Terrible Disease.

Mrs. E. J. Tufford, Paris, Ont., tells how it cured Cancer of six years' standing.

Not long ago we published in this paper an account of the case of Mrs. Gilhula, of Buxton, Ont., who was cured of cancer of the stomach 12 years ago by Burdock Blood Bitters, and who, up to the present time, has had no return of the disease.

Now we let MRS. E. J. TUFFORD, a fine old lady, 84 years of age, living at Paris, Ont., tell how B.B.B. cured her of cancer of six years' standing. This is her statement: "About six years ago last fall I was afflicted with that terrible disease, a cancer under my left breast, about as large as a saucer. It was between the skin and the body, and fast to the body.

"I wrote to a Chicago specialist about my case and he desired me to go to him and have an operation performed, which I decided not to do on account of my years.

"I had heard a great deal about wonderful cures being made by Burdock Blood Bitters and decided to try it.

"I can assure you if it had not been for B.B.B. I should have gone the way of all flesh long ere this.

"After I had taken seven or eight bottles I found I was greatly benefited, so I continued its use until I was cured.

"People say to me 'you are wonderfully smart for a woman of 84.' I tell them I give B.B.B. all the credit.

"I tell folks they need not have boils, pimples, abscesses, cancers, salt rheum, scrofula or any blood disease if they will only use B.B.B. faithfully according to directions."

A case of such severity as the above ought surely be sufficient to convince the most skeptical of the thorough blood purifying properties of B.B.B.

There is no disease or disorder arising from impure blood, be it the smallest pimple or the worst scrofulous sore or cancer, but what B.B.B. can cure to stay cured.

LADY MARGARET PRIMROSE,

The Youngest Daughter of the Earl of Rosebery Married to the Earl of Crewe.

SIX HUNDRED INVITED GUESTS

In Old Westminster Abbey, Including Royalty—Bride's Mother the Richest Woman in England.

London, April 20.—Large crowds of people gathered within the precincts of Westminster Abbey to-day, in order to witness the marriage of Lady Margaret Primrose, youngest daughter of the Earl of Rosebery, to the Earl of Crewe. Among those present in the Abbey were 600 invited guests, all wearing wedding favors of marguerites and primroses, representing the bride's name. The Earl of Rosebery gave his daughter away and the best man was the Earl of Chesterfield. Dr. Littler and the Dean of Westminster had charge of the ceremony. The honeymoon will be spent at Welbeck Abbey, the seat of the Duke of Portland, which has been tendered to the bride and bridegroom for the occasion.

An American Bridesmaid.

Miss Muriel White, daughter of Mr. Henry White, Secretary of the United States Embassy, was one of the bridesmaids. The others were: Lady Sybil Primrose, Annabel Crewe-Milnes, Celia Crewe-Milnes, Cynthia Crewe-Milnes, the Honorable Maude Wyndham, the Honorable Margaret Wyndham, the Honorable Evelina Rothschild, Miss Louise Hersel and Lady Juliet Lowther. The bridesmaids carried bouquets of Rothschild roses. Their dresses were of white mousseline de soie, embroidered with satin spots. The skirts had shaped flounces, with cream lace insertion edging, trimmed with lace insertion and several ruches. The bodices were trimmed with old-fashioned fichus, carried over the top of the sleeve and tied in a knot, edged with lace, with neck pieces and sleeves of transparent lace and sashes of primrose chiffon, tied in a large bow at the side. The hats were of primrose chiffon, with pink flowers.

The Bridal Gown.

The bride's gown was of the richest ivory duchesse satin, embroidered with wreatns, bouquets and diamond primroses and draped with point d'Alencon lace, formerly the property of Queen Marie Antoinette.

The bride arrived at the Abbey at 1.30 p.m., carrying a bouquet of orchids, marguerites and other flowers.

She was met at the west door by the bridesmaids, who accompanied her up the nave to the choir, Sir Frederick Bridge, the organist of Westminster Abbey, played Schubert's grand march and the wedding march from "Lohengrin."

The Abbey was charmingly and effectively decorated with palms, primroses, marguerites and other choice flowers. The scene at the time of the marriage service was most impressive. Dazzling sunshine was streaming through the Abbey windows, illuminating the grand interior to the utmost, and presenting a brilliant picture.

The Service Was Full Choral.

The service was fully choral and as the couple left the Abbey the organ played Mendelssohn's wedding march.

Arrangements were made to cinematograph the scenes upon the arrival and departure of the bride from the Abbey.

The guests included the Prince of Wales, the Duke of Cambridge, the Duke and Duchess of Devonshire, all the members of the Rothschild family now in London, the Duke and Duchess of Buccleuch, the Marquis of Dufferin, Mr. John Morley, the Duke and Duchess of Somerset, the Lord Chief Justice of England, Baron Russell of Killowen, the Duchess of Cleveland and the leaders of society generally.

The Presents.

The presents to the bride filled the ball room of Lord Rosebery's house in Berkeley-square. They consisted principally of gold and silver plate. There were also magnificent jewels. The Prince of Wales presented a bodice of diamonds and ropes of diamonds and strings of pearls were given by other distinguished friends and relatives.

Lady Margaret's trousseau was a fortune in itself and included 12 doz. of each of the principal articles of apparel, 40 Irish seamstresses worked for a month on a portion of the linen. The bride's mother was a Rothschild, and the richest woman in England.

Mr. and Mrs. White, who were also present at the wedding, gave the bride a diamond mounted picture frame. There were also gifts from Colonel John Hay, the United States Secretary of State; Mrs. John W. Mackay and Mr. Cornelius Vanderbilt.

Excitement in the Streets.

A very large crowd of people gathered in Berkeley-square, where the Rosebery residence is situated and outside the Abbey the streets were impassable for hours. The arrival of the bride and her father at the Abbey caused much excitement and cheering, during which the crowd forced its way through the police cordon. Order was restored with the greatest difficulty.

The Prince of Wales and the Duke of Cambridge signed the register.

The reception and luncheon at the Rosebery residence after the ceremony was attended by the Prince of Wales and others named, and about 500 of the guests were enabled to view the presents afterwards.

Early in the afternoon the bride and bridegroom started for Welbeck Abbey.

The newspapers are full of particulars of the marriage and descriptions of the gifts, headed by those of the Prince and Princess of Wales.

The Father's Gift.

The Earl of Rosebery has given his daughter a magnificent bejeweled set of rings, with necklace, brooches and other presents of the most costly and splendid kind.

The Earl of Crewe's many gifts to the bride included a dazzling true lovers' knot in diamonds.

The wedding cake was six feet high and decorated with primroses, white heather and the Rosebery and Crewe coats of arms.

The omnibus drivers to-day are wearing wedding favors on their whips, as a compliment to the Rothschilds, who are very charitable to this class of drivers.

Bride Only 18.

Lady Margaret Etonno Hannah Primrose, second daughter of the Earl of Rosebery, the former Liberal Premier, was born in January, 1881.

The Earl of Crewe was born in 1858 and succeeded to the title in 1885. He was educated at Harrow and at Trinity College, Cambridge, was a Lord in Waiting to the Queen and was Lord Lieutenant of Ireland from 1892 to 1895. He was first married in 1880 to a daughter of Sir Frederick Ulric Graham. She died in 1887.

Heaps of Gold.

New York, April 20.—The steamship Kaiser Friedrich which arrived here today from Southampton brought 1,600,000 francs in gold consigned to various banks and interests.

Interprovincial Commission.

The Interprovincial Commission appointed to adjust matters in dispute between Ontario, Quebec and the Dominion, is continuing its work at the Parliament buildings. The members are Mr. Justice Burbidge, Ottawa; Sir Louis Napoleon Casault, Quebec, and Mr. N. W. Trenholme, Q.C., Ottawa. They are staying at the Queen's.

One of the greatest blessings to parents is Mother Graves' Worm Exterminator. It effectually dispels worms and gives health in marvelous manner to the little one. ed

PERSPIRINE

Comes to womankind as the greatest blessing ever given by man to the gentler sex. Society ladies praise it and endorse it. As a remedy for sweating of the armpits it has no equal. No society woman should be without it. It is the boon to womankind of the present age. With **Perspirine** you can cast to the winds the antiquated dress shield and move and exist in a newer atmosphere of being and life. For ladies who spend much of their time in society circles it opens a new vista of enjoyment and pleasure. Joy, comfort, happiness and health are at once assured. Who would be without it? Ladies by using **Perspirine** on their hands once or twice a week will save their gloves from being destroyed, besides being able to wear a size or two smaller owing to the cool, smooth surface given to the hands.

TO MEN who have felt the extreme torture and unpleasantness of perspiring feet, when life itself has seemed but a shadow of man's existence on earth, **Perspirine** brings happy smiles, comfort and peace. Perspiration will positively vanish after a few applications of **Perspirine**. Ease and comfort in walking follow its use and to-day scores of men are rising to express their gratitude for **Perspirine**. If you have oily, sweaty feet, or troubled with itching in any part of the foot **Perspirine** will at once give relief and permanently cure.

HEAR THE EVIDENCE.

S. BASSETT & Co., Toronto.

Dear Sirs,—Owing to excessive walking my feet became very tender and swollen to such a degree that it became necessary for me to use the greatest precaution in selecting suitable footwear. Hearing of Perspirine I tried it and can assure you that it has been to me a real blessing. Thousands of persons similarly afflicted, I am sure, will thank you for introducing this remedy into our country.

Most faithfully yours,
W. E. DUNN, 905 Bathurst st., Toronto.

S. BASSETT & Co., Toronto, Dec. 21, 1898.

Dear Sirs,—For years I have been trying to find a suitable remedy for perspiring feet and armpits, which gave me great annoyance. I heard of the French Remedy Perspirine through a friend and got a bottle, and I must say it gave me such relief that I would not be without it. I was relieved after the first application and it is not necessary for me now to wear even a shield, and I can assure you that your remedy has given me more than satisfaction.

Yours most respectfully,
MISS L. GREIG, 54 Folis ave.

At all First-Class Druggists. 50c Per Bottle.

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First-class Chestnut, Egg and Stove arriving daily. Bright, clean and dry.

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Hardwood, long
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Cutting and Splitting 50c extra.
HEAD OFFICE AND YARD COR. BATHURST and FARLEY AVE. 245

THE STELLA DISASTER

Would Not Have Happened if the Captain Had Done What He Did Not Do.

Southampton, April 20.—The coroner's inquest upon the victims of the disaster of March 30 last, when the passenger steamer Stella of the London and Southwestern Railway Company was wrecked on the Casquet Rocks, near the Island of Alderney, during a dense fog, and foundered ten minutes later, with the loss of over seventy of those on board, has resulted in a verdict of "accidental death," with a rider saying that "if the captain had slowed down and stood out to sea the accident would not have happened."

Board of Trade Meetings.

Plans for organization were considered at the meeting yesterday afternoon of the Dry Goods Section of the Board of Trade. There were a large number present, including representatives of about 40 kindred trades, but no definite arrangements were decided upon. An adjournment was made till next week to further discuss the matter.

This afternoon the committee appointed to examine applicants for the position of weigher and gauger at Toronto will meet. They will recommend their choice to the Council Board.

Will of the Late John Utz.

Surrogate Court proceedings took place yesterday in the estate of the late John Utz, police constable. The estate is worth $10,005.65. Under the will the estate is ordered to be divided among Mrs. Utz, D. C. Utz of Buffalo, Matilda Utz, Buffalo; Gustave Utz of Humberstone, Louisa Utz of Humberstone, and Maria Hilda Brand of Ohio.

Inducted To-Night.

The induction of Rev. Robert Atkinson to the charge of East Presbyterian Church, Oak-street, will take place this evening at 8 o'clock.

PASSENGER TRAFFIC.

White Star Line

NEW YORK TO LIVERPOOL.

Teutonic	April 19, noon
Cymric	April 26, 3 p.m.
Majestic	May 3, noon
Britannic	May 10, noon
Teutonic	May 17, noon

Second accommodation on Majestic and Teutonic only—rate $37.50 and upwards.
CHARLES A. PIPON,
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8 King-street East, Toronto.

INLAND NAVIGATION.

TORONTO and ST. CATHARINES STEAMBOAT LINE.

Up to and including June 10, the steamer Lakeside will leave Milloy's Wharf daily at 3.15 p.m. for St. Catharines, connecting with G.T.R. at Port Dalhousie, for points on the Welland Division, Niagara Falls, Buffalo, and all points east.

On and after June 12, steamers Lakeside and Lincoln will leave Toronto three times daily.

Tickets, including book tickets, and all information as to excursions, can be obtained from A. F. Webster, agent, corner King and Yonge-streets (Phone 202), and at Company's office on dock (Phone 2553).

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A. S. IRVING, Esq., Director Ontario Bank.
C. J. CAMPBELL, Esq., late Assistant Receiver-General.
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The Company is authorized to act as Trustee, Agent and Assignee in the case of Private Estates, and also for Public Companies.

Interest allowed on money deposited at 4 per cent. per annum, compounded half-yearly; if left for three years or over, 4½ per cent. per annum.

Government, Municipal and other Bonds and Debentures for sale, paying from 3 to 4½ per cent. per annum.

135 J. S. LOCKIE, Manager.

National Trust Company, of Ontario, Limited.

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Capital Subscribed.....$1,000,000
At a Premium of 25 per cent.
Capital Paid Up.....$648,550.00
Reserve Fund $162,137.50

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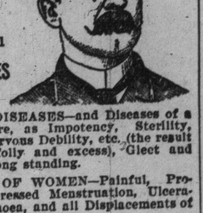

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Seed sense.

Seedsmen ask why people stick to Cottam Seed. We say intelligent birdkeepers don't ask garden seeds of Cottam, or bird seeds of men not understanding birds. Cottam—bird man—birds—bird seed—Cottam Seed. A natural sequence, insuring health to cage birds everywhere. [116]

NOTICE HART, COTTAM & CO. LONDON, on label. Contents, manufactured under 6 patents, sell separately—BIRD BREAD, 10c.; PERCH HOLDER, 5c.; SEED, 10c. With COTTAMs SEED you get this 25c. worth for 10c. Three times the value of any other seed. Sold everywhere. Read COTTAMS illustrated BIRD BOOK, 96 pages—sent free 25c.

Snow in the Black Hills.

Sioux City, Ia., April 20.—Specials from Black Hills points say a snow storm has been raging there for two days continuously, and mining work is suspended. There has been no seeding of small grain in that portion of the country.

Glencoe Votes for a Library.

Glencoe, Ont., April 20.—A vote was taken to-day on a petition asking the council to establish a library under the Libraries Act. The enthusiasm of the citizens was very strongly shown, almost a full vote being polled, resulting in a majority of 35 in favor of the petition.

PASSENGER TRAFFIC.

Short Line to Great Britain

THE CANADIAN S.S. CO.'S WINTER SAILINGS.

Milford Haven, Paspebiac. St. John's, Newfoundland

S.S. DORSET

Will sail from Paspebiac for Milford Haven on or about April 25.

Through bills of Lading issued to and from all parts in Canada and Western States by G. H. PUGH, Foreign Freight Agent, A. & L.S.R.R. Co., Room 16, Board of Trade Building, Montreal.

For further particulars and information as to passengers and freight, apply to any Intercolonial Railway Agent, or to WILLIAM KEATING, Freight and Passenger Agent, 72 Yonge-street, Toronto.

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Died at Johannesburg.

The news has reached Vancouver from Johannesburg, South Africa, of the death of Mr. J. A. Roger, managing director of the house of Parker, Wood & Co., Limited, the largest institution trading in South Africa. It was chiefly owing to Mr. J. A. Roger and his able manager, Mr. W. A. Martin, that one of Canada's best markets for timber was opened in South Africa.