

RAILS COSTLY;
LIVES CHEAPCorporation Makes
Product.

FREED FOR PROFITS

Critic Says Bad Work Is Done
Merely—Record of
Wrecks Big.

May 26.—"It is perhaps the most serious of the evils in this country of the steel corporation, that there is no more striking illustration of the harmful possibilities of a corporation than that which is afforded by the United States Steel Corporation in its attitude towards the public safety. The opening statement of the corporation in its annual report, which is made in the course of the Railroad Gazette in the issue of May 26, is entitled 'For Better Rails.' It is one of the leading railroads of the world, and its technical journals of the United States and Europe. It is published in London, and in both it has a wide circulation and powerful influence. In dealing with the question of the publication of words and calls them right names when occasion calls for it."

Calls Acts Deliberate.

There is no individual or combination of individuals," the article continues, "which knows better how to do a good rail than does the United States Steel Corporation. Its army of experts. Nevertheless, it is making rails which break and kill people. The tops of the rails are not being cropped off below the point where high phosphorous and other impurities are found."

The statement of Mr. Schwab to the effect that the corporation is manufacturing specifications prepared and prepared by the railroad companies themselves is thus dealt with: "The specifications as furnished by the railroad companies are totally disregarded, and rails, especially in the new heavy sections, are furnished in spots in them so full of impurities and so brittle that they must necessarily break when subjected to strain of traffic. The steel company declines to take cognizance of the fact because this would mean a considerable reduction in the output, though no important loss in material."

Broken Rails Are Shown.

The article is accompanied by two pages of illustrations showing broken rails which have succumbed to the strain in various ways. It is also supplemented by a score of letters from railroad presidents and officials whose names are withheld, but whose official standing is given, all rails which are being furnished. The article has caused a great stir in financial circles, and it is stated that the Gazette made the indictment just as strong as possible to give the steel corporation the opportunity of bringing legal action if it felt itself treated unjustly or became aggrieved.

There is no mistaking the terms of the indictment when the journal declares that there are two points which are noteworthy in the controversy: "First, the criminal willingness of the steel corporation and its companies allied with it to manufacture rails that cost human life; second, the attitude almost equally criminal on the part of many high railroad officers to ignore the plain truths that are being brought before them by their superintendents and chief engineers."

Attention is called to the fact that during the first three months of the year 495 rails of the 100-pound section were broken and were removed from the Lake Shore's main line and 475 from the New York Central's main line. In the same period, that in the entire State of New York during the first quarter of the year a total of 1,295

House-Clean
Your SystemKEEP IT PURE AND CLEAN IF
YOU DESIRE GOOD HEALTH.

The inside of your body requires attention just the same as the outside. A great accumulation of effete matter is clinging to the various organs, and must be moved off.

Some gentle laxative and tonic should be used.

Physicians who have examined the formula of Dr. Hamilton's Mandrake and Butternut Pills say no medicine could be better.

Whether ill or not, thousands rely on Dr. Hamilton's Pills which are truly marvelous in preventing debility and sickness.

Begin Dr. Hamilton's Pills without delay. You'll feel stronger, eat heartier, digest better, sleep sounder, and gain more in weight.

Mr. Ed Maynard, an old resident of New Westminster, B. C., writes: "I don't say Dr. Hamilton's Pills will cure everything, but they made a quick job of building up my run-down system. I had kidney disease and constipation, and was wholly unfitted for work. Pain shot through my limbs and lodged in my back. Headaches often made me desperate. I had no appetite, an awful cold, and felt despondent. Sometimes I was a little rheumatic. After a few days I began to mend, and kept up Dr. Hamilton's Pills till I was restored to my present tip-top condition."

Can you afford to miss the benefit of this marvelous medicine? Think of it. All dealers sell Dr. Hamilton's Pills. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

RAILS OF THE 100-POUND SECTION WERE
BROKEN.

Calls Record Disgraceful.

"A disgraceful record," declares the journal, "for which the steel corporation was mainly responsible."

Attention is called to the fact that during February Edward H. Harriman reported 449 rails broken on his system. The article then continues: "It is obvious that such a state of affairs as this cannot continue, for public safety is involved. Since the year 1901 it has not been possible for railroad companies to have their specifications adhered to. The tremendous increase in breakages during these years when the steel corporation has had the matter in its own hands is shown by the fact that during January, February and March, 1907, 836 rails were broken and taken from the tracks in the State of New York against 29 rails in the years previous to 1901 which broke during the same period. This record may be directly characterized as disgraceful."

Heavy Rails Are Worst.

It is stated that the only answer the steel corporation has made is the statement that a heavier rail, possibly a 150-pound rail, is needed. The Gazette declares that this is foolish, because the records show that the heaviest breakage has been with the 100-pound rails, the 80-pound rails having stood the strain much better.

The rails of today are deficient, it is claimed, owing to three causes, which are stated to be as follows: "1. Phosphorous and impurities which collect in the top of the ingot during cooling require that about one-third of the ingot should be cut off before the rails are rolled."

"2. With the Bessemer process and the ores now used it is extremely difficult to keep down the phosphorous."

"3. In the efforts for output, rails are being finished at too high a temperature, and are not receiving enough work in the rolls."

It is also charged that although the steel corporation flatly refuses to make rails according to railroad specifications, it is selling steel rails in Japan at \$10 a ton less than in the United States and is making them according to the specifications required by the Japanese. In connection with the article in the Gazette it is recalled that there have been not a few wrecks lately which have been charged to broken rails. One was a wreck of the Twentieth Century Limited, another of the Pennsylvania Special, both eighteen-hour trains between Chicago and New York.

KING PROMOTES OFFICIAL

Master of the Horse Takes Precedence
of Bishops.

London, May 26.—The King according to last night's Gazette, has given the master of the horse, the Earl of Sefton, a tremendous step in the order of precedence.

Hitherto the master of the horse has ranked between the controller and the vice-chamberlain of the household, in the table of precedence.

For the future he will take precedence of the speaker, the lords of appeal, bishops and barons, viscounts, earls, marquises and dukes, and he will come immediately after the chamberlain of the King's household.

The master of the horse has charge of all matters relating to the sovereign's stables and horses, and has the privilege of using any of his master's horses, pages or footmen. His processional place is next behind the sovereign.

His dignity, however, depends on the vitality of the ministry which appoints him, for his position is political, and he retires into private life with the other members of a defeated government.

DOG ROBS POLICEMAN

Resenting His Methods, He Seizes
Baton and Bolts.

Paris, May 26.—"Tontou," "Ki-Ko," "Noble" or whatever name he permits himself to be called, is only a dog, and therefore not always discriminating. When on duty "protecting the boss," atop the big truck, he barks at a policeman just as furiously as he would at a bearded man who entered his own home uninvited. Furthermore, he means business. The truck, for the time being, is his country, with the "boss" the reigning sovereign, and he, the loyal, vigilant army guarding all frontier at once against a myriad of supposed foes.

He was alert as usual yesterday afternoon when the truck was being driven through the Rue Royale. He saw a crowd of people and an endless stream of vehicles passing, and barked away as many of them as he could count. He knew as little as he cared about street traffic regulations, and when a policeman held up a baton and the truck came to a stop, he did not understand that it was all as peaceful as The Hague intentions. It so happened that the policeman stood quite near the truck, and the gallant guardian thereof consequently stood as near the policeman as possible, a fact of which the latter did not count, when with a majestic wave of his baton, he signaled the drivers to go ahead.

As he did so he turned his back on the truck, and the dog, seeing the baton without a crowd of people, caught it and bolted. Then it was that the guardian of the law bolted after the guardian of the truck, and the driver of the truck bolted after both. The baton was eventually restored to its perspiring possessor, but it has lost some of its beauty, the dog having treated it as a limb of his worst enemy.

The dog was not arrested.

KILLED BY DYNAMITE.

Scranton, Pa., May 25.—Verna Davis, 15 years old, was shot and instantly killed by her cousin, Louis Dawson, 14 years old, at the latter's home here last night. The shooting was done accidentally while the girls were playing with a revolver. The children were in an upper room when the family was startled by a report. Rushing down stairs they found the one child dead, and the other with a bullet wound in her head.

Can you afford to miss the benefit of this marvelous medicine? Think of it. All dealers sell Dr. Hamilton's Pills. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

Dr. Hamilton's Pills are sold by all dealers. Write for a free trial bottle.

THE PAWNBROKERS
AND BRIDGE WHISTGambling Craze Amongst Women
Benefits the Three-Ball
Men.

New York, May 26.—With the advent of the bridge whist craze, it began to look as though the palmy days of the pawnbroker had returned. For it is the gamblers who, while not the largest class of customers, are the easiest to deal with, and taken all in all, are the most profitable. They want money quickly, generally have valuable jewels and watches about them, and are no hagglers.

Bridge has brought with it a new class of customers—women. And on the whole the average pawnbroker says that they are to be preferred. Once a woman gets the habit she has it for life.

A New York pawnbroker recently said: "I have now from fifty to one hundred applications a day for loans, ranging from ten dollars up. Of these applicants one-third are women, and scores of them are young girls. They all want money, and we are glad of their patronage, because as a rule a thoroughbred woman is far less exacting than a man. It is a great mistake to suppose that a large proportion of these are actresses. It was largely true a few years ago, but times have changed. The woman of today has not the horror of the pawnshop she used to have, and being more extravagant she needs more money. She will pawn anything, from her jewels to her clothes, sometimes even her husband's clothes."

But it is just these women's dresses that keep the loan office man guessing. He must keep well posted on the styles, because he follows in the wake of Worth. A costume in extreme style which bids fair to go out of vogue in a year is manifestly not a good risk. The profit comes, contrary to general belief, from redeemed and not unredeemed articles.

It was a woman of above the middle class who came into one of these pawnshops late one evening, and with eyes red from weeping, placed a large bundle on the counter.

"Will you please look these over and see how much you can give me?"

Unfolded before her flushed cheeks was an entire wedding trousseau. Dress, shoes, veil and delicate lingerie passed under the sharp scrutiny of the man, who looked upon the episode merely from a business point of view. He named the amount, and then she stripped from her finger the engagement ring and added that. Then she hurried out, sobbing as if her heart would break.

It was less than a month later that she came in, quite a different person. Her face was wreathed in smiles, and her step glad and light. She thrust toward him her roll of bills and thanked him.

"Please hurry!" she gasped. "I don't want those things to remain here a single minute more."

A man entered the gloom of the store. When she looked up and saw him, she clutched at the counter for support. For a second the two stared at each other. Then, as she uttered, the young fellow came forward and placed his arm about her.

"Mine are here, too," he said. He tossed out his own ticket and money, and with their two bundles they went off side by side. It had been a case of hard luck, a misunderstanding, but with everything coming out all right in the end.

Many pawnbrokers carry on a second-hand business, buying and selling outright when the opportunity offers for a good bargain. A man rushed in to such a store one evening with a dress suit for sale. Scarcely an hour later a second man entered and bought the suit. Soon the first man returned in almost a panic, saying he had left some important letters in one of the pockets.

"The suit has been sold," said the pawnbroker.

"Sold? But I must get those letters. My whole future depends upon it. They are most important."

"But the purchaser has been gone an hour. I don't know any way of finding him."

The man looked so genuinely frightened that it enlisted the proprietor's sympathy. He thought for a moment and then offered the only suggestion he could think of.

"Could you recognize the suit if you saw it?"

"I—I think so. There is a small stain near the lapel. It doesn't show unless you look for it."

"Then there is one chance in a thousand. A number of people of this sort have been in here tonight. There is a ball to be given down town. It may be he bought it for that. It's a slim chance."

The next day the man returned with every evidence of success written upon his face.

"I found him," he said: "but I nearly got thrown out of the ball before I did. They thought I was crazy. I mailed every man who wore a dress suit that in any way looked like mine."

It took me till two in the morning before I struck the right one. Then he wanted to fight because I suggested he had bought the clothes in a hock shop. The next time, I go through my pockets."

ABRUZZI AT NEW YORK.

New York, May 25.—Admiral the Duke of Abruzzi, arrived in the New York harbor today aboard the Italian cruiser Varese, flagship of the squadron sent to the United States by the Italian Government to participate in the opening of the Jamestown exposition. Just how long the duke will remain in New York is not known.

How the Scrap Started.

Jones stepped on Smith's favorite corn, and, of course, there was trouble. What Smith needed was Putnam's Corn Extractor—that remedy for corns and warts that cures in twenty-four hours. Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.

Putnam's is the old stand-by.



The Weather, Too, Is a Bit Capricious

If It's "Brite and Fare"

Think of Straw Hats and see our showing of the authoritative blocks in Splits, Milan and Sennit braids, 75c to \$3. Pearl felts in all the new shapes at \$1.50 to \$3. Every hat is this season's make—the newest, freshest—straws and felts.

If It Rains

Think of Raincoats made of smart overcoatings so cleverly waterproofed as to be quite good enough for moisty full dress occasions. Raincoats cut to this season's most approved models, all fresh from our factories. Fabrics guaranteed pre-shrunk at.....\$6.95 to \$25

Young Men's "Goodwood" Model Suits

A clever showing of "Goodwood" Model Suits in the two and three button styles. The fabrics consist of foreign worsteds, homespun, blue and black serges, plain and fancy effects, in the popular gray shades. The coat styles are simply in a class by themselves, made in lengths 31 to 33 inches, without vent. The vests are made in the new four-button model, and the pants are made with sailor waist, spring hip and peg-top style. Suits, \$8.50 to \$25

GRAFTON AND CO. LIMITED

Dundas and Carling Streets. J. M. HICKEY, Manager.

STAMP VENDING
MACHINES NEXTUncle Sam May Adopt Drop
Coin in the Slot
Device.

Washington, May 25.—Actuated by the idea that the postoffice department is not operated for its own benefit or convenience, Postmaster-General McVie has decided to have exhaustive tests made of several types of automatic stamp vending machines adapted to receive one-cent and five-cent pieces for the purchase of one-cent and five-cent stamps and postal cards.

Two years ago experiments were made with machines of this kind, but at that time the committee of experts having the matter in charge reported the machines somewhat crude, and while they accomplished the things for which they were designed the verdict on the whole was against them.

The postmaster-general said today that he believed that any convenience the department could afford the public should be utilized whenever it could be done with practical results and without undue cost. An official of the department, discussing the same matter, said: "While department stores, drug stores, hotels, news stands, etc., usually want the privilege of selling stamps, under the regulations of the department or on their own responsibility, there is certainly no great amount of zeal or alacrity displayed in selling stamps in such places. The purchaser feels at times, indeed, that he should apologize to the dealer for imposing upon him, as there is no profit involved in the transaction, and the stamps are kept solely for the benefit of the regular customers of the place of business. Stamp vending machines in such places would be of great convenience to the public and of no inconvenience to the store or hotel-keeper."

If the machines which the department has in mind should prove satisfactory, it is probable that many of such places of business will be glad to put them in at their own expense. They could also be installed on the limited trains, in railroad stations, in public buildings and in other places. For the purpose of the tests the department will locate them at various points in the country.

In the meantime, the department is watching with much interest the outcome of the report that stamp-selling machines are soon to be adopted by the German Government. The great difficulty in this country has been that we have no coin equivalent to the two-cent stamp. It will therefore be necessary for the machine to sell one-cent stamps for letter postage. The devices so far observed are operated by machinery set in motion by the insertion of a coin in a slot, causing a single stamp to project and preventing the delivery of more than one at a time.

MOROCCO COMES TO TERMS

Agrees To Meet Demands of France
Over Murdered Citizen.

Paris, May 26.—A dispatch was received at the foreign office today from the French minister at Tangier, M. Regnault, announcing that the representative of the Sultan of Turkey had promised to accede to all the French demands, and the minister was thereupon instructed to negotiate a settlement on the following basis:

1. The dismissal and imprisonment of Narrakoch Pascha, who is adjudged guilty of setting the mob on Dr. Mauchamp, the French citizen, who was murdered at Morocco City in March last.

2. An inquiry by the French consul at Magador into the whole affair in order to definitely fix the responsibility.

3. The punishment of the assassins of Dr. Mauchamp and a M. Charbonnier, and the assassins of H. Lassalles and Grosjean.

4. The payment of an indemnity, the amount of which France will subsequently fix.

5. The immediate organization of the international police in accordance with the terms of the Algiers convention.

6. The establishment of police on the Algerian frontier, in accordance with the agreement of 1902.

7. The recall and withdrawal of Mulai Viras, who, by direction of the Government authorities, stirred up and directed the revolt of the Adir tribes against the French in Mauritania.

8. The Government authorities to cease sending arms to Sheikh Maolainin.

9. The immediate settlement of all the 215 French claims against the Government of Morocco.

CROKER AFTER THE DERBY.

Dublin, May 25.—Richard Croker has engaged Johnny Reiff to ride his chestnut cold Orby in the Derby, and Irish sportsmen consider the colt's chances to be good. Orby won the Baldyle plate in a canter on May 20, beating a field of eight. Six lengths separated the first and second horses. Orby will soon be sent to England to complete his training at Epsom.

About \$80,000,000 is at present invested in England in the manufacture of motor wagons. About 250,000 men are employed in them, or as chauffeurs, etc., and their wages aggregate \$75,000,000.

DODD'S
KIDNEY
PILLS

CURES ALL KIDNEY DISEASES
BRIGHT'S DISEASE
DIABETES
GRAVEL
RHEUMATISM
GOUT
MIGRAINE
HEADACHE
NEURALGIA
BRUISES
SCALDS
BURNS
WOUNDS
FROSTBITE
SUNBURN
POISON
AND ALL OTHER KIDNEY DISEASES

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New twin-screw steamships, Caledonia and Columbia. Average passage, 7 1/2 days.
And favorite steamships, Antoria and Farnesia.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 415 Richmond, E. De La Hooke, Dundas and Richmond, London.

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New twin-screw steamships, Caledonia and Columbia. Average passage, 7 1/2 days.
And favorite steamships, Antoria and Farnesia.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 415 Richmond, E. De La Hooke, Dundas and Richmond, London.

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New twin-screw steamships, Caledonia and Columbia. Average passage, 7 1/2 days.
And favorite steamships, Antoria and Farnesia.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 415 Richmond, E. De La Hooke, Dundas and Richmond, London.

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New twin-screw steamships, Caledonia and Columbia. Average passage, 7 1/2 days.
And favorite steamships, Antoria and Farnesia.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 415 Richmond, E. De La Hooke, Dundas and Richmond, London.

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New twin-screw steamships, Caledonia and Columbia. Average passage, 7 1/2 days.
And favorite steamships, Antoria and Farnesia.

GRAND TRUNK RAILWAY
SYSTEM

Tourist Season

is now open, and tickets can be had to all summer resorts—Muskoka, Huntsville, Lake of Bays, Temagami, Algonquin Park. Tickets on sale to all lake ports, via Saratoga and Collingwood.

"Cobalt Special"

The train to the great mining center. Leave Toronto daily 9:00 p.m. Arrive Cobalt daily 8:45 a.m.

Allan-Royal Mail Line