

1898
ROSBACH'S
BACH.

ROSBACH'S
ROSBACH.

Professor of Chem-
purities. It is bright,
s flavor is decidedly
er tasted.

Rosbach.
Laboratory, Glasgow,
N at Chicago, 1893;
atural mineral water;
well bottled and of
England.

ROSBACH'S
water, because it con-

Montreal.
Champagne.

The
Hat

FOR A
MAN.
wear should be ap-
propriate in all respects
on the occasion for
which it is required.

ROGERS
are up-to-date
all styles of Hats.
A sprinkling of Fall
Hats are to hand.

ROGERS
Yonge Street 296 Main St.,
TORONTO. WINNIPEG.

OUR DOLLARS
filled with the Quaker Bath,
with bath thermometer
and best spirit stove. Be-
ware of baths with rubber
inside. It is poisonous to
the skin. The Quaker
Bath, manufactured only
by

W. ROBERTS,
31 Queen St. E.,
Toronto, Can.
Send stamp for circular.
Patent pending.

Ask Your
Dealer to Send
McLaughlin's
Ginger Ale
Every Time.

best because it has snap and
It is good and gassy; sweet and
never distresses.

INVESTMENTS.
Six per cent. per annum guaranteed by
the British Empire Mutual Life Assurance
Company, London, Eng. The stability of
this guarantee is evidenced by the fact
that the British Empire Company stands
on a basis of 1 1/2 per cent. better than the
Guaranteed Government requires. H. H.
WILLIAMS, 24 King east.

NINETEENTH YEAR
NEW YORK NEVER BEFORE HAD SUCH A TIME

The Welcome to the Victorious Fleet Was of Surpassing Splendor—The Whole City Was on the Move, and With Booming of Cannon, Shrieking of Whistles and Cheers of People the Din Was Grandly Awful.

New York, Aug. 20.—(Buffalo Courier Special.)—Out of the amphitheatrical Southern seas into the green billows of the hardy North came the ships of Sampson and Schley; out of the languorous South into the virile North; out of the storm of tlot and shell into the harbor of peace; out of the jaws of death into the haven of rest—into the great heart of the nation.

The stately ships, battle-scarred, but still good for a fight, came up the bay in the sunlight of a perfect day. Heroes stood on the bridges; heroes swarmed the decks; heroes crowded the fighting tops and heroes shoveled coal beneath the water line—heroes all.

These are the ships that rocked on an idle sea under the Morro of Havana for months.

These are the ships that battered the forts of Matanzas, of Cardenas, of Manzanillo, of San Juan.

These are the ships that lay for weary weeks off the mouth of Santiago Harbor.

These are the ships that sent the vaunted feet of Cervera to the bottom of the sea.

In stately procession they passed up the North River to the tomb of the greatest of America's soldiers, and then they passed back to their stations.

The glorious sunlight of a summer day shone down on the city. Its brilliant rays caught up the red, white and blue of the Stars and Stripes and bathed everything and everybody in glory of the national colors. It danced and sparkled on every wave and ripple of the river and bay as they went scurrying down to meet the grim steel warriors and carry the tidings of the welcome awaiting them.

The whole city and its tens of thousands of visitors moved to the banks of the Hudson or got aboard some craft or other to take part in the general acclaim. They knew the ships had been sighted and were coming nearer and nearer the city, and every eye was strained to the farthest point it would reach seaward. And then they came and pandemonium reigned.

Quietly, calmly, orderly they swept along, while all around and about them millions went mad with enthusiasm. Excursion boats, ferry boats, yachts and consequential little tugboats puffed and spluttered and on both shores black fringes of humanity waved flags, handkerchiefs, arms and anything that came to hand.

On top of the high buildings men and women could be seen swarming, as the troops swarmed about the hills of Santiago. In fact, everything that could be seen of the city and river appeared to be a squirming, pushing mass of enthusiastic humanity. And lined up in quiet, orderly fashion, the white-suited Jackies witnessed it all.

Up the river they went hemmed in and surrounded by boats of every description in defiance of all regulations until the point of Grant's tomb was reached. Then New York heard something of the sound which rumbled at Cervera's doom. Hardly had the flagship opened the national salute before from all down the line, to starboard and to port, the war guns spat out their smoke wreaths and dead-end rattle with their tumult. This was the climax. After the salute the return journey was made. And so the proud warships went to their anchorage off Tompkinsville, blessed and applauded by a nation, and with officers and men eager to get ashore to personally receive the plaudits of a land made splendid and made happy by their heroic devotion to duty. It will be a glorious day for New York. It was a glorious day for Sampson and Schley. It was a glorious day for American sailors and marines. It was a glorious day for America.

SCENE IN THE BAY

A Magnificent Spectacle Which Will Never Be Forgotten by Those Who Witnessed It.

New York, Aug. 20.—The day broke beautiful and clear on the bay with a light haze on the surface of the water and the sky line off towards the ocean obscured so that it was impossible to distinguish from quarantine any vessel in the distance. The fleet of Admiral Sampson was reported off the highlands early and soon the bay began to live up with gaily decked vessels of all kinds from wheezy ocean liners to tooting naphtha launches.

The fleet approached the Narrows at 9 o'clock in the following order, about a cable's length apart:

New York, armored cruiser, flagship of Rear-Admiral Sampson, commanding North Atlantic squadron.

Capt. F. E. Chadwick; Iowa, battleship, Capt. Hobley D. Evans; Indiana, battleship, Capt. H. C. Taylor; Brooklyn, armored cruiser, flagship of Rear-Admiral Schley, F. J. Cook; Massachusetts, battleship, Capt. F. J. Higginson; Oregon, battleship, Capt. A. S. Barker.

The New York was flying Rear-Admiral Sampson's blue flag with two white stars; her decks were crowded with her white clad crew, who lined up silently observing the animated scene.

Mayor's Address to Sampson.

The committee boat Glen Island left Cortlandt-street dock with the Mayor and his committee about an hour and a half before the fleet was to arrive. The police boat Patrol then came alongside of the Glen Island and the Mayor and 16 members of his committee were taken aboard the Patrol. She steamed over to the New York and the party went aboard. Admiral Sampson and his officers were on deck and after a cordial greeting the Mayor began his address. He said:

"Honored sir, admiral commanding the victorious North Atlantic squadron of the American Navy, returning from the never-to-be-forgotten triumph at Santiago, in behalf of the people of the city of New York, it is a high privilege, as their chief magistrate, to present to you and through you to every officer, marine, sailor and landsman under your command the warmest welcome home.

Enlarged the Navy.

"It is not in words to express the emotion out of which this greeting springs, as the achievements of the American navy have been crowned with victorious consequences unsurpassed in the annals of naval warfare, ancient or modern. The tongue necessarily flatters in attempting to express the feeling of combined gratitude, pride and patriotic fervor with which every American heart is filled in contemplating them. There was not in the world four months ago a navy with a more splendid record than that of the United States. To-day we speak within the bounds of reason in declaring that what might have seemed impossible has been accomplished. The record has been rendered still more glorious. The navy of the United States has eclipsed itself. Never while history continues to instruct men and the memory of American deeds remains to impress freeman or make tyrant tremble can the battle which won the Spanish fleet annihilated on the coast of Santiago be forgotten.

Great Naval Victory.

"In the contemplation of victory, the skill, the courage, and the magnanimity of the victors, together with the far-reaching effects on the future of the civilized world, that engagement stands without a parallel in the history of man.

"However, I am not here to describe or attempt to describe even in review the deeds of valor that made heroes of these brave officers and men of the navy at Santiago. My simpler and highly-dutied duty is to extend to you, the officers, marines, sailors and other men of the North Atlantic squadron, the congratulations and hearty welcome of the people of the Greater New York and the freedom of the city."

Admiral Sampson's Reply.

Admiral Sampson then replied: "Mr. Mayor and Gentlemen,—Permit me to thank you on behalf of the officers and men of the navy who, through their efforts have won your congratulations. I am sure that were they here, standing with me, and could hear you talk they would appreciate it as I do. We have done our duty only and we are consequently deeply grateful for your expressing the thanks and congratulations of the people of the city, which you have done in such glowing terms, for what little we have accomplished. I thank you, Mr. Mayor, exceedingly."

The Mayor then said: "I welcome you, Admiral, in the name of Greater New York."

The Mayor and his committee then got aboard the Patrol again and were taken to the Glen Island.

Fort Hamilton's Salute.

At 9:24 o'clock, Fort Hamilton fired the opening gun of the salute and Fort Wadsworth followed. When Fort Hamilton fired the first gun a small naphtha launch, flying a white flag with the word 'lambs' fired the second gun of greeting directly under the flag of the flagship, and then darted off. The flagship broke out a signal, which was unintelligible to the lay observer, but it was probably an order to return the salute, which was obeyed by the Iowa. The bluff shores of Staten Island were crowded with people cheering and waving flags. Bunting was flying from every flag staff, innumerable craft crowded with eager passengers were cheering and waving frantically.

The soldiers crowded the embankment of the forts, cheering and shouting. Yachts, tugs, sailing craft and ocean steamers added attraction to the marlin picture. The steam yacht Eleanor led the fleet covered with flags from the tip of her jib-boom over the three masts to the taffrail, and from each masthead on both sides to

BATHING CAPS.
Life Saving Bathing Suits,
Commuting Caps,
Air Goods of Every Description.
THE TORONTO RUBBER CO., LIMITED
185 Yonge St. (8 doors north of Queen).

TERMS OF MANILA'S CAPITULATION

Washington, Aug. 20.—The War Department late this afternoon posted the following cablegram from General Merritt, giving the terms of the capitulation of Manila:

First—The Spanish troops, European and native, capitulate with the city and defenses, with all honors of war, depositing their arms in the places designated by the authorities of the United States, remaining in the quarters designated and under the orders of their officers, and subject to control of the aforesaid United States authorities until the conclusion of a treaty of peace between the two belligerent nations. All persons included in the capitulation, remain at liberty, the officers remaining in their respective homes, which shall be respected as long as they observe the regulations prescribed for their Government and the law in force.

Second—Officers shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Third—Complete returns and stores shall be rendered to the United States within ten days from this date.

Fourth—All questions relating to the repatriation of the officers and men of the Spanish force and of their families and of the expenses which said repatriation may occasion shall be referred to the North River in the same order, with the conclusion of the arms surrendered by the Spanish force shall take place when they evacuate the city and when the American army evacuates.

Fifth—Officers shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Sixth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Seventh—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Eighth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Ninth—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Tenth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Eleventh—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Twelfth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Thirteenth—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

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Sixteenth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Seventeenth—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Eighteenth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Nineteenth—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Twentieth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Twenty-first—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Twenty-second—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Twenty-third—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Twenty-fourth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Twenty-fifth—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Twenty-sixth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Twenty-seventh—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Twenty-eighth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Twenty-ninth—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Thirtieth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Thirty-first—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

Thirty-second—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property of all description are placed under the special safeguard of the faith and honor of the American army.

Thirty-third—The Spanish force shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

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FEARFUL RAILWAY ACCIDENT

Five Known to Have Been Killed and a Number Injured.

The Disaster Was on the New York, New Haven & Hartford Road—Rear Cars of a Passenger Train Telescoped—One Report Places the Number of Victims at Forty.

Canton, Mass., Aug. 21.—Word was received at 7:30 to-night of a fearful railroad accident at Sharon, on the New York, New Haven and Hartford road, and an urgent request was made for physicians and undertakers' wagons. All the physicians in town, as well as three undertakers and their wagons, were immediately despatched to the scene of the accident, followed by a large crowd of sightseers. The surrounding country has been thoroughly aroused, and a large quantity of sheets, bedding and rude hospital supplies, were despatched from this town to Sharon.

The details of the accident are not yet known, but from meagre reports which have been received, it is believed to have been one of the worst that have ever occurred in this state. Among the dead are:

C. T. Rowe, Weymouth House, Booth Bay, Me.

Mrs. J. Fitzpatrick and child of 215 Huntington-avenue, Boston.

A woman believed to be Mrs. Washburn of Westley, N. I.

Mrs. Bristol of Winthrop, Mass. (husband injured).

Mr. Waters of Somerville, identified from receipt found in pocket.

Injured.

Mr. and Mrs. Whitcomb of the Castle Square Hotel, Boston, badly injured.

James Fitzpatrick, son of Mrs. Fitzpatrick, who was killed, badly injured.

C. H. Bristol of Winthrop.

A. C. Frye of Revere.

M. Crockett of Washington-street Somerville.

Telegraphed the Rear Cars.

Sharon, Mass., Aug. 21.—(11 p.m.)—In the darkness and terrible excitement, little headway appears to be made in clearing away the wreckage to determine the loss of life and limb.

The accident is now explained as follows: The first section of a train from Mansfield, called the Mansfield local, was due to arrive here at 7:15. It got 15 minutes late and had just stopped when the New Bedford rear came in on time and crashed into the rear of the local, telescoping the rear cars.

Number of Victims 40.

Taunton, Mass., Aug. 21.—A message was sent to the railway office here to-day of the frightful railroad accident at Sharon. The list of dead was placed at three, and the list of survivors of the wreck places the list of victims at 40 or over.

The running of the trains to-day is explained as follows: The train which leaves Taunton at 6:28 runs to Mansfield, where it is generally met by the train which leaves Providence at 6:08. This latter train usually takes up the two rear cars of the Taunton train. Owing to the heavy travel to-day, it is said that the Providence train came in on time and crashed into the rear section, the engine plunging through the rear cars. There is great anxiety here, as many Taunton people are known to have been on the train, but it is almost impossible to get particulars from the railroad officials.

Monuments.

Call and inspect our stock and get our prices before purchasing elsewhere. The McIntosh Granite & Marble Company, Limited, 524 Yonge-street. Phone 4230.

MARKHAM VILLAGE SUFFERED A GOOD DEAL OF DAMAGE.

For Five Hours the Rain Came Down in Torrents, With a Little Hail by Way of a Change—Washed Reported on the C.P.R. at Locust Hill—Pickering Caught It, Too.

Markham, Ont., Aug. 21.—One of the heaviest and most peculiar electric storms seen here in years passed over this town to-day. Only once in eight weeks has rain fallen here, and everything was parched. At about 4:30 to-day the storm broke in all its fury and for five hours the rain came down in torrents, accompanied at times with hail as big as robin's eggs. The lightning was incessant and for eight hours there was a continual roar of thunder; the noise never ceasing for an instant. The lightning played havoc round town, striking a number of places. The observatory of Mrs. Burk's residence was struck and badly shattered; the chimney of Mrs. Thom's house, 40 feet away, was also struck. The residence of Dr. E. T. Trowie was struck, lightning entering the house and prostrating the occupant, who is still under a physician's care. Three transformers in the town's electric light system were burnt out and to-night the town is in darkness.

A large fire is seen burning about two miles to the west. The bridge to the south of the village was swept away with the flood, and Mine's bridge over the Rouge River is in danger.

Pickering Caught It, Too.

Pickering, Ont., Aug. 21.—A heavy storm passed over here this evening; rain came down in torrents for about three hours, hail-stones came down at a lively rate for about 20 minutes and there was continuous sharp lightning. No particular damage has been reported. Altogether five and one-quarter inches of rain fell.

Washed Reported Near Locust Hill.

Toronto Junction, Aug. 21.—(Special.)—An auxiliary train was sent out from the C.P.R. workshops here this evening about 10 o'clock and it was reported that its destination was Locust Hill. Inquiry elicited the information that a washout had occurred between Locust Hill and Agincourt. The first rumors had it that a train had run into the washout, but it was found later that such was not the case. A request was received here for an engineer to go out and bring up Engineer Foley's train, as he was unable to do so. Whether he was injured by accident or took sick on his journey could not be learned. No one was reported to be injured in three hours. Mr. Foley is a London man.

The washout was the result of the down-pour of rain yesterday afternoon.

MARRIAGES.

HINDE—HUASTROP—On the 18th Aug. 1898, at St. Paul's Rectory, by the Rev. Father Hand, Miss Olive Agnes Hinde to Mr. Carl Huastrop, all of Toronto.

DEATHS.

AGGETT—At her late residence, 204 Chestnut-street, on Saturday, Aug. 20, Elizabeth, widow of the late William Aggett, and mother of William and John T. Aggett, in her 72nd year.

FUNERAL—On Monday, the 22nd, at 3 o'clock. Interment at Mount Pleasant Cemetery.

CARLEY—Aug. 21, at her late residence, 64 Seaton-street, Margaret Jardine, relict of the late David Carley.

FULLAN—On August 21, the daughter of the late J. H. Chapman and wife of Mr. John Fullan, 61 Garden-avenue, in the 22nd year of her age.

FUNERAL from the above address on Tuesday morning at 9 o'clock, St. Michael's Cemetery.

McCRAIG—Suddenly, at No. 8 Sackville-street, Eliza, the beloved wife of D. A. McCraig, of H.M.C., in the 50th year of her age, on the 21st inst.

FUNERAL from above address on Tuesday morning at 9 o'clock, St. Michael's Cemetery.

Friends please accept this intimation.

A WHOLE COUNTRYSIDE INDIGNANT

Over the Action of the License Commissioners in Cutting Off the North American Hotel, Newmarket—Strong Temperance Feeling—Farmers Aroused—A Prominent Party Man Speaks Out—Condemnation General.

The North American Hotel at Newmarket has been cut off by the License Commissioners of the town, and the action has raised a fury in the town. The owners of the property, all well on in years, are left without income. For years the hotel has been the headquarters for farmers on market day. There is not at present accommodation in the town for them when they arrive with their produce. The feeling of intense indignation is sweeping over the entire county, irrespective of party, creed or principle. Temperance men speak as strongly as the farmers. Stories of boodle are freely circulated—a \$500 deal—who was "the man from St. Catharines"? The question is assuming a political significance.

Here is a tale from Newmarket, Newmarket is a flourishing little town, 34 miles north of Toronto, on the Northern division of the Grand Trunk Railway. The population is placed at about 2250, and the town controls its own system of electric light and waterworks, besides containing the registry office for North York, and also the Division Court. It is the largest grain market north of Toronto, and is the centre to which, for miles and miles around, farmers drive in every Saturday to market laden with butter, eggs, poultry, vegetables and fruit. The town has two papers and several manufactories, one that of Cane & Son, woodworker, employing 150 hands. In all things except the name, in importance and volume of business, Newmarket is really the county town.

License Taken Away.

Some little while since the North American Hotel of this place lost its license. Owing to the change in the license law, requiring a certain number of population per license, it was decided that Newmarket had one hotel too many, and the North American Hotel was selected by the License Commissioners and the Inspector as the superfluous one. The proprietors were notified to that effect. This was on July 2 and the proprietors, Messrs. Lundy & Crake, were given the remainder of the month to sell out.

Conservation Ensnared.

When the news got abroad amongst the farmers and townpeople, there was consternation and doubt. It was received with much the same feeling that would greet the report of the desecration of idols by worshippers, for the North American Hotel has been the popular resort for farmers entering the town ever since it was built, and it is the only hotel in town capable of accommodating the vast crowds that gather on market day from all over the county.

Newmarket expresses in construction the idea of density; when one enters the town one is right in the thick of it. Main-street is a line of business places, and every available space in the centre of the town is utilized in one way or another. In Newmarket there are several hotels, but none of them could vie with the North American in affording accommodation for the farmers. It is described on a sale bill as being "Lot No. 52, on the west side of Main-street, fronting on Main-street 122 feet, with a uniform depth of 283 feet, and stands right alongside of the town market, in the most central business portion of the town."

North American Hotel Site.

As has been stated before, Newmarket is a market town, which may be inferred from its name. Farmers come in from as far as thirty miles away on market day, bring their produce, and sell it at the market, buy supplies and drive home. The market is just the width of the road from the North American Hotel, which spreads its wide area into a yard for the reception of the farmers' vehicles. They could drive into the sheds and carry their baskets across the road to the market, and were still in the centre of the business part, where they could make their purchases. There have been as many as 143 vehicles in the sheds on market day. The hotel has been the headquarters of the Liberal party for a decade, in the possession of the Hewitt family, and generally took about \$40 a day on market day. Last Saturday it took in \$5. There are several other hotels in town, but none with the accommodation for farmers possessed by the North American. Besides the building itself, the whole of the land is taken up with rooey sheds and stables, and a huge yard. It is the farmer traffic that these hotels largely depend upon—the commercial travel is insignificant.

Market Day.

Saturday was market day in Newmarket and from 8 o'clock in the morning the teams began to come in. The North American is the end of the line of travel. But the farmers found, on their arrival, that the hotel was shut up, stout timber bars had been run up all round the yard, and not a team could enter. There was no grumbling against the proprietors; they seem to be two of the most popular men in the town, but the license commissioners, Inspector and the Hon. E. J. Davis were spoken of in no uncertain terms. Indignation was expressed by all.

Those that got in early went to the other hotels and got their horses stabled, but a great many would enter no place except the one which had become indispensable to them, the one their fathers before them had been familiar with, and which even the horses of their own accord turned into as the welcome end of the journey.

The World on the Scene.

The World viewed the scene at about 10 o'clock in the morning. The bars were up around the hotel and the vast space inside

was deserted where formerly the sheds teemed with vehicles of every description, crowded in any way, so long as they in. There was only empty space and silence. The streets were crowded with the farmers and their wives and along both sides of Main-street, which is narrow, were ranged buggies and carts, the tired horses standing in the glare of the sun, and the side streets and fields in the neighborhood of the market saw a like scene. Horses were tied any place and in all sorts of positions, for there was not sufficient accommodation in the other hotels for them. Those on the main street were there only because they could not get into the North American Hotel.

The Town Agitated.

All through the town nothing else was talked of. The License Commissioners are three in number, Messrs. Eugene Cane, John Yates and Charles Webb, and the Inspector is Mr. Hughes. To say these men are unpopular is to talk mildly. People expected one hotel would have to be cut off, but no one ever dreamed of the North American, and the feeling in the town and around the country is remarkable for many reasons.

Reasons for Indignation.

In the first place indignation is unanimous, and without regard to party spirit, Conservatives and Liberals alike are as one in the expression of their opinion. The temperance action has not pleased, they are not neutral, they are outspoken in their condemnation of the action. Though the hotel is and always has been Liberal in spirit, party is forgotten, and men speak their minds freely. The World talked to farmers, business men, strong temperance men and rigid party men, and in no one case was there any deviation in the sentiment that the action was unjustifiable on any grounds.

Where the Injustice Comes In.

The farmers, to a man, consider it an outrage. There is no one in the town but has a good word for Messrs. Lundy & Crake, the