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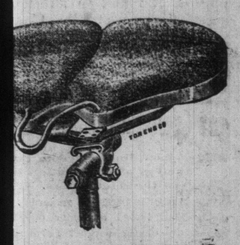

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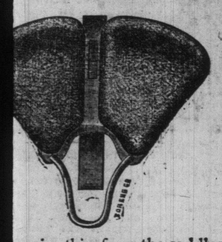

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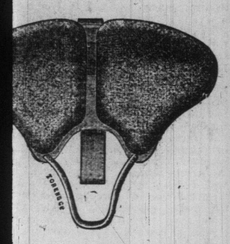

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NINETEENTH YEAR — TEN PAGES—WEDNESDAY MORNING JUNE 8 1898—TEN PAGES — ONE CENT

The Senate Reading Room, 23 May 98
SENATE PO

THE SANTIAGO BATTLE

Details of the Assault by Sampson and Schley's Fleets.

NEARLY ALL THE FORTS WERE SILENCED

A Torrent of Shells Fell Upon the Spanish Works—Prompt Reply From the Forts, But Very Bad Gunnery—Firing Began at 3000 Yards Range and Later the Brooklyn Closed in to Within 800 Yards of the Fortifications—From 6 to 10 o'Clock the Battle Raged.

ADDITIONAL WAR NEWS ON PAGES 2 AND 4.

The war news this morning makes interesting reading. As far as the reports tell there has been a vigorous bombardment of Santiago and the bombarders have suffered no loss. American accounts affirm that the forts at Santiago have been demolished, but of course no idea of the loss of life can be given. The details sent in indicate that the American gunners are experts, that the aim was direct and the effect disastrous to the Spaniards. Yet it is stated that rain and fog interfered with the defenders of the forts, so that they could not get a good shot at the American ships. Of course it is to be presumed that fog makes no difference to an American gunner. Spanish reports as usual claim a victory for their own side.

On the Pacific there seems to have been some lively fighting. The insurgents are reported to have closed in on Manila and driven the Spaniards back with heavy slaughter.

Meantime there is no news of the fall of Santiago or the capitulation of the Spaniards in the Philippines.

CADIZ FLEET EXPECTED

Admiral Camara and His Squadron Expected to Reach Santiago To-Day—Insurgents Waiting.

New York, June 7.—(Special to The Toronto World.)—A Kingston, aJmaica, special to The World says: The Spanish Cadiz fleet, under Admiral Camara, is on the way to Santiago, and is expected to arrive there to-morrow. The insurgents are confident of taking and holding the city once the Spanish fleet is disposed of. If Camara comes he is Sampson's mutton. The insurgents will wait for surrender rather than take the city by assault, because Cuban families and foreigners might be massacred during the onslaught.

The Call for Troops.

Washington special to The World: A high military authority said that each state not furnishing in excess of its quota under the first call will be asked to furnish three-fifths as many men at this time. States and territories having supplied troops equal in numbers to their combined quotas are exempted. Governors will be informed by telegram to-day of the number to be recruited in each state.

BOMBARDMENT OF SANTIAGO.

Detailed Description of the Engagement, Which Took Place on Monday.

On Board the Associated Press Boat Dandy, off Santiago de Cuba, Monday, Noon, via Kingston, Jamaica, Tuesday, June 7.—(Noon.)—The American fleet this morning engaged the Spanish batteries defending the entrance of the harbor of Santiago de Cuba, and, after a three-hours' bombardment, silenced nearly all the forts, destroyed several earthworks and rendered the Estrella and Cayo batteries, the two principal fortifications, useless.

The fleet formed in double column, six miles off Morro Castle, at 6 o'clock in the morning, and steamed slowly 3000 yards off shore, the Brooklyn leading, followed by the Marblehead, Texas and Massachusetts, and turned westward. The second line, the New York leading, with the New Orleans, Yankee, Iowa and Oregon, turned eastward. The Vixen and Suawanee were far out in the left flank, watching the riflemen on shore. The Dolphin and Porter did similar duty on the right flank.

The line, headed by the New York, attacked the new earthworks, near Morro Castle. The Brooklyn column took up a station opposite the Estrella and Catalina batteries and the new earthworks along the shore. The Spanish batteries remained silent. It is doubtful whether the Spaniards were able to determine the character of the movement, owing to the dense fog and heavy rain, which were the weather features this morning.

The Signal Shot.

Suddenly the Iowa fired a 12-inch shell, which struck the base of the Estrella battery and tore up the works. Instantly firing began from both Rear-Admiral Sampson's and Commodore Schley's columns, and a torrent of shells from the ships fell upon the Spanish works. The Spaniards replied promptly, but their artillery work was of a very poor quality, and most of their shots were wide. Smoke settled around the ships in dense clouds, rendering accurate aiming difficult. There was no manoeuvring, the ships remaining at their original stations and firing steadily. The squadrons were so close in shore that it was difficult for the American gunners to reach the batteries on the hilltops, but their firing was excellent. Previous to the bombardment orders were issued to prevent firing on Morro Castle, as the American Admiral had been informed that Lieut. Hobson and the other prisoners of the Merrimac were confined there. In spite of this, however, several stray shots damaged Morro Castle somewhat.

Commodore Schley's Line.

Commodore Schley's line moved closer in shore, firing at shorter range. The Brooklyn and Texas caused wild havoc among the shore batteries, quickly silencing them. While the larger ships were engaging the heavy batteries, the Suawanee and the Vixen closed with the small in-shore batteries opposite them, raining rapid-fire shots upon it, and quickly placing the battery out of the fight. The Brooklyn closed to 800 yards, and then the destruction caused by her guns and those of the Marblehead and Texas was really awful. In a few minutes the woodwork of the Estrella fort was burning, and the battery was silenced, firing no more during the engagement.

Eastward the New York and New Orleans silenced the Cayo battery in quick order, and then shelled the earthworks located higher up.

THEY WERE IN THE FIGHT.

Four Men Have Arrived at San Francisco Who Can Tell All About the Manila Battle.

San Francisco, Cal., June 7.—Among the passengers who arrived on the Belgic today from Hong Kong were four men who participated in the fight at Manila, on May 1. They are Paymaster G. A. Loud of the despatch boat McCulloch, Dr. Charles P. Kindleberger, surgeon of the Olympia; Ralph Phelps, secretary to the captain of the McCulloch, and J. C. Evans, gunner of the Boston. They left Manila on May 5. Dr. Kindleberger and Gunner Evans are going home on account of expiration of their sea time. Paymaster Loud and Mr. Phelps are here on business, and will return to the McCulloch. They all speak of the valor and determination of their opponents in the battle of Manila. They say that the Spaniards fought bravely, even after the last vestige of hope had gone, and stayed by their guns as long as they could be used.

Dr. Kindleberger gives a graphic account of the terrific fight. He was on the Olympia through it all. In the first assault the flag ship took the lead, the other vessels following in her wake at four ships' length. The Spanish fleet was approached by laps, each turn bringing the contestants nearer. By this plan the American vessels frequently poured broadsides into the enemy, but were themselves more exposed to fire. At one time the smoke became so dense that it was necessary to draw aside, allowing the cloud to lift. The vessels were examined, and it was found that they had sustained no damage. Breakfast was served to the men, and in a few minutes they re-entered the fight with the greatest enthusiasm. The second fight was even more fierce than the first. It was in that that the Baltimore was struck.

During the first fight the Spanish admiral's ship put bravely out of the line to meet the Olympia. The entire American fleet concentrated fire on her and she was so badly injured that she turned around to put back. At this juncture, the Olympia let fly an eight-inch shell, which struck her stern and pierced through almost her entire length, exploding finally in the engine room, wrecking her machinery. This shell killed the captain and 60 men and set the vessel on fire.

In the heat of the fight two torpedo boats moved out to attack the fleet. They were allowed to come within 800 yards, when a fusilade from the Olimpia sent one to the bottom, with all on board, and riddled the other. The second boat was later found turned up on the beach covered with blood.

In the second fight the Baltimore was sent to silence the fort at Cavite. She plunged into a cloud of smoke and opened all her batteries on the fortifications.

In a very few minutes a shell struck the ammunition and the fort blew up with a deafening roar.

After the principal ships had been destroyed, the Concord, Raleigh and Petrel, being of light draft, were sent close in to handle the remaining vessels of the fleet.

Continued on Page 4.

A genuinely good thing excites imitators to constantly bring out imitations. When you ask for Tutti Frutti Gum see that you get it.

Pember's Vapor Baths, 127—129 Yonge.

"THERE'LL BE A HOT TIME IN THE OLD TOWN."

Uncle Sam: I kinder reckon we're in fur a purty warm spell.

KETTLE VALLEY FLOODED.

Roads and Bridges Washed Away at Different Points—Kootenay Lake Is Dangerous.

Vancouver, B.C., June 7.—(Special.)—Kettle River, in the Boundary country, is on the rampage, flooding roads and destroying bridges and causing great inconvenience and loss. News comes in very sparingly, owing to there being no telegraph service. The latest advices say the toll bridge at Hall's, completed two months ago, has been washed away, blockading freight traffic, though it is expected a ferry will soon be in operation. The condition up the valley is said to be serious.

At Greenwood the Boundary Falls and Rock Creek bridges have been washed away. At Grand Forks the larger part of the old town is under water. Mayor Manly's residence is submerged to the extent of five feet. The Miner office has three feet on the floor. Dynamite is being used to clear the driftwood away from the bridges, and a large gang of men are employed night and day in an attempt to restore traffic.

At Kaslo, Kootenay Lake continues to rise at the rate of several inches per day, while it is but a couple of feet below last year's highest point from vast quantities of snow on the mountains. There is little doubt that it will go higher than in 1897. The water now covers the passenger tracks in front of the depot.

HACKED HIS FATHER TO DEATH.

Daniel Murphy, Who Was Old and Afflicted, Cruelly Slain by His Drunken Son.

Hartland, N. B., June 7.—Word comes to Hartland of a fearful atrocity that occurred last evening at Blaire, Maine. It is reported that Daniel Murphy was slain by his 17-year-old son. While the latter was in a state of intoxication, the young fellow struck his father a blow in the forehead that rendered him unconscious, then horribly hacked the body, cutting off the right leg. Soon after this the young fellow was sobered by a stern realization of his terrible deed, and took the precaution to flee from justice. Deputy sheriffs were at once notified, and a vigilant search is now going on. One of these, in company with Constable McFarlane of Woodstock, was here to-day, and several parties have departed to look for the perpetrator of the awful crime. The victim was a woodworker by trade, but had of late years been used up with rheumatism, and was also a little weak-minded. He was well known in Hartland and in Woodstock, where he served for some time as hostler at the Victoria Hotel.

Champions of the bicycle track use Adams' Tutti Frutti Gum. It gives staying power and allays thirst. Refuse imitations.

Drowned Man's Body Found.

Midland, June 7.—The body of John McKinnon, who fell overboard from the tug Creole on the night of May 10 last, was found off this harbor yesterday. The deceased was 31 years of age and lived at Victoria Harbor. No inquest will be held.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

FAST STEAMSHIP CONTRACT.

Petersen, Tate & Co. Appear to Have Failed to Carry Out Their Arrangement With the Canadian Government.

Montreal, Que., June 7.—A Star special cable from London: The Messrs. Petersen have failed to satisfy the Canadian Government, as they undertook to do before May 31, of the completion of the underwriting of $6,250,000 of capital in the new company. This failure causes to lapse the supplementary contract by which the Government extended the time for building, and made other concessions. The general outside idea is that this lapse of the supplementary contract frees the Government's hands. On the contrary, Mr. Petersen now falls back on his original contract. Unless he is bought out, no fresh steps to carry out the service can be taken until he absolutely fails to place two steamers on the route in July, 1899, though every one realizes that it will be physically impossible to build the steamers in the time. Mr. Petersen has approached Sir William Van Horne here, but I understand he has received no encouragement. If the Canadian Pacific had intended to touch the project, it would have done so before the supplementary contract became necessary. It would, moreover, have avoided the heavy promotion fees reported to be attached to the Petersen scheme.

NO NEWS AT OTTAWA ABOUT IT.

Ottawa, June 7.—(Special.)—In the House to-day the Premier, in reply to Mr. Davin, stated that the Government had no late information on the subject of the report cabled from London that Messrs. Tate and Petersen had failed to underwrite the capital required for carrying out the fast Atlantic scheme.

Soo Line Annual Meeting.

Minneapolis, Minn., June 7.—Stockholders of the Minneapolis, St. Paul and Sault Ste. Marie Railroad, known as the "Soo," held their eleventh annual meeting here to-day. The Board of Directors was re-elected, as follows: Thomas Lowery, John Martin, W. D. Washburn, J. S. Pillsbury, C. H. Petite and F. H. Peavy, Minneapolis; W. C. VanHorne and Thomas C. Shaughnessy of Montreal, President and Vice-President respectively of the Canadian Pacific Railway; William B. Dean of St. Paul, W. H. Bradley of Tomahawk and R. B. Angus of Montreal. The directors re-elected the old officers.

This afternoon cars will leave the C.P.R. crossing, Yonge-street, for Richmond Hill at 1.30 p.m., 2.40 p.m., 5.40 p.m. and 7.45 p.m. Last car leaves Richmond Hill for Toronto at 10 p.m. Return adult tickets 25c. Special service for south gate Mount Pleasant Cemetery—return tickets good day of issue, 5c.

In olden times the dyeing of clothes was done after a very crude fashion. But the developments of science have made correct dyeing a matter of careful thought and study. Everybody cannot dye clothes. The newest machinery and most scientific methods are employed in these large works—the greatest dyeing establishment in Canada, employing over 100 hands. R. Parker & Co., 787-791 Yonge St., Toronto. Branches: 59 King St. W., 201 Yonge St., 471 Queen St. W., 1267 Queen St. W., 277 Queen St. E., and at Montreal, Hamilton, London, Brantford, Galt, Woodstock and St. Catharines.

Antiseptic Spruce Fibreware protects its contents from decay and from contaminating surroundings; these small pails are very cheap and are now greatly used for packing butter, lard, mincemeat and jellies. The E. B. Eddy Co., Limited, Toronto Branch 38 Front-street west. 135

Cook's Turkish Baths, 204 King West. Ladies 75c; gents, day 75c, evening 50c.

Lorne Park—Hotel Louise.

This beautiful summer resort will again be opened about June 10 by Lucas & Co., Lucas House, Toronto, from whom information may be obtained. Low rates still prevail; six to nine dollars weekly. 136

Edwards and Hart-Smith, Chartered Accountants, Bank of Commerce Building. Geo. Edwards, F.C.A. A. Hart-Smith, C.A.

For the Weddings.

Dunlop's flowers are always in great demand. Write or call for estimates on bridal bouquets. Cut roses from 50 cents per dozen. 5 King-street west, 445 Yonge-street.

Cook's Turkish Baths, 204 King W. Open all night. Bath and bed $1.

Dineen's Pre-Eminence in Silk Hats

It's not merely a "say so," to claim that Dineen's is the leading silk hat store of Canada. No house keeps more silk hat styles in stock than it can sell—or has call for, and precious few are able to show more than three or four. At Dineens' new store, 140 Yonge-street, corner Temperance, a man's silk hat choice extends to all the new silk hat fashions of all the world-renowned designers—Dunlap, Heath, Tress, Christy, Woodrow, Carter, Buckley, Knox, Young—all the celebrated makers. The simple reason why Dineens' silk hat variety is so vastly greater than that of any other house in Canada is clearly because Dineens do the greatest silk hat trade. Silk hats at Dineens' for $4, $5, $6 and up excel the finest hats offered at these prices anywhere.

BIRTHS.

JEFFREY—At 668 Queen-street west, on Tuesday, June 7, the wife of David Jeffrey of a daughter.

DEATHS.

CLARK—At the residence of her sister, Mrs. George Bradshaw, 10 Spruce-street, Fannie Eva, beloved wife of A. L. Clark, in her 25th year.

Ottawa and Montreal papers please copy.

CLARK—At his late residence, 87 Arthur-street, Toronto, on Tuesday, June 7, William Mackie Clark, aged 36 years, formerly of 228 Clinton-street.

Funeral Thursday at 10.30 a.m., from 87 Arthur-street.

MAGUIRE—At 180 Palmerston-avenue, Ellenor, wife of William Maguire.

Funeral Wednesday, at 2 p.m. to Mount Pleasant Cemetery. Private.

SHORTT—At her late residence, 45 Walton-street, on Tuesday, June 7, Elizabeth Shortt.

Funeral private, Thursday, at 3.30 p.m.

Steamships.

June 7.	At	From
Damara	Halifax	London
Corean	Halifax	Glasgow
Kastalia	Father Point	Glasgow
Buenos Ayrean	Father Point	Glasgow
Lake Winnipeg	Rimouski	Liverpool
Ramore Head	Father Point	Androssan
Carlisle City	Father Point	Hamburg
Torr Head	Belfast	Montreal
Southwold	St. Vincent	Tilt Cove, NB
Cresswell	Londonderry	Montreal
Dona Maria	Fayal	New York
Noordland	New York	Antwerp
California	New York	Marseilles
Loughrig Holme	Hull	Montreal
Canadian	Liverpool	Montreal
Catalonia	Liverpool	Boston
Vancouver	Liverpool	Montreal
Barbarossa	Bremen	New York
Concordia	Glasgow	Montreal
Chester	Queenstown	New York
Ardrova	Barrow	Newcastle, NB

C. P. R. GOT A LASHING.

Mr. John Ross Robertson on the Crow's Nest Outrage.

CONTRACTOR HANEY NOT TO BE BLAMED.

Had Simply to Accept a Ready-Made Policy of Cruelty and Tyranny—Mr. Tarte Brought to Book on the Farming Out of Contracts—The Minister of Public Works Defended His Work and Claimed the Right of Liberals to Get a Chance at the Plums.

Ottawa, June 7.—(Special.)—Away on into the silent watches of this (Tuesday) morning the House continued its weary Monday vigil. Mr. Tarte's public works were the subject of scrutiny. The item, "Coteau landing dredging $11,000," gave the Opposition an opportunity to attack the "farming-out" system of the Government. In the course of a rigid cross-examination the Minister defended the practice of letting the dredging contracts to political friends. He confessed to giving them a chance to sub-let them and draw the rake-off, on the ground that it was time the Grits got a turn at these plums.

Mr. Clarke, Toronto, had been told that Mr. Finn was paid 14½ cents a yard for dredging Toronto harbor and then sub-let the contract to Mr. Coghill. The old Government had paid only 12 cents. Mr. Tarte, after long beating around the bush, was bayed into promising to stop farming out and let the work by tender. He would not deny that Gautier, the Coteau Landing contractor, was a relative of his only by marriage.

Another skirmish was fought on the ground of the $600 item for repairs to the little summer house on Parliament Hill. A number of Opposition members offered to put up a new and equally good building for $300, or to get a contractor to do the repairs for $150. Mr. Tarte would not accept this. The House adjourned at 2.30 a.m.

At this morning's session, the Montreal harbor loan bill passed its final reading and the House again went into supply.

The free lance Conservatives and one or more independents of the Ministerialists, took advantage of an opportunity, afforded by an item of $6500 in the supplementaries to pay for the Royal Commission, to take the Government and the C.P.R. to task for their part in the Crow's Nest Pass outrages. They finally extorted from the Premier a promise to try to see the ends of justice met.

The C.P.R. Arraigned.

Mr. John Ross Robertson opened by an unstinted arraignment of the C.P.R. In view of the fact, he began, that the Government did not appear to be contemplating any immediate action on the matter, he wished to remind the House that the outrages were not accidents, but that they were incidents in a conspiracy to steal the labor of hundreds of citizens of Canada for the C.P.R. The real authors of the conspiracy were the rulers of the C.P.R. at Montreal. The company could not hide behind Contractor Haney; they had not tried to do so when they tapped the treasury for a subsidy. Messrs. Van Horne and Shaughnessy and every director of the C.P.R. should be held responsible for all the misery and starvation they had caused and for the usee and misuse of this country's money. Mr. Haney had simply had to accept a ready-made policy of cruelty and tyranny.

The men received wages, which, at the end of the year, after paying all expenses, left them about $6 to the good, with nothing for wife and family. The Parliament which had voted the subsidy to the company had every right to hold them responsible. The subsidies should have satisfied the company's gluttonous greed, but the C.P.R. had one hand in the country's pocket and the other in the pockets of the workingmen. He appealed to the Government to act in such a way that the people of this country and of the world would know that this Parliament would always protect the humblest of its fellow-citizens. It was humiliating to think that the Government, through the Deputy Minister of Justice, had used a technicality of the law to browbeat the men. He would vote any sum of money for an investigation, and to have the president, vice-president and every director of the C.P.R. brought to the bar of the House to answer for the lives of their fellow-citizens.

Sir Richard Cartwright: Why not begin with the director of the C.P.R. (Mr. Osler), who usually sits beside the hon. gentleman?

Mr. Robertson: He is amenable to you as much as to me.

Concluding, the East Toronto member quoted an English precedent to prove that the directors of a railway could be brought before the bar of the House, and sat down liberally applauded.

Mr. Clarke of Toronto had not seen the report proper, but quoted the analysis of it, given in The World. It proved that the methods of construction of the C.P.R. were the most disgraceful ever perpetrated in the development of this country. It was a disgrace to civilization, and he promised to support the Government in any effort to punish the perpetrators, or, if necessary, the Government officials.

Mr. Ingram suggested a commission to enquire into the treatment accorded railway employes. Mr. Wood pointed out to the Government that the new regulations governing the men forced them to go on duty when summoned, whether they needed sleep or not.

Hon. N. Clarke Wallace put the responsibility on the Government, which he claimed must have known the facts months ago and yet had not acted. He requested a statement from the First Minister. Before the Premier arose, Mr. McMullen spoke a word in favor of Mr. Shaughnessy, who, at his request, had given men who could not stand the work free transportation back. Mr. Rutherford also demanded an investigation, and Sir Wilfrid rose.

Sir Wilfrid's Promise.

The Premier professed that his Government had acted as hastily as possible in appointing the commission. Its personnel had been satisfactory, but the report had only been prepared lately, and at the late period in the session the Government had been too busy to take any action. He engaged, as soon as Parliament prorogued, to make an immediate endeavor to see the ends of justice met. In reply to Messrs. Clarke and Oliver, he promised to call first the Deputy Minister of Justice to account for his part in delaying justice.

Before adjourning at noon, Mr. Clarke asked the Premier if, in the previous 48 hours, he had not received a communication from the Imperial Government respecting the deportation of Senors Carranza and Du Rose. Sir Wilfrid declined to betray diplomatic secrets.

Compensation Proposed.

In the afternoon Mr. Bertram re-introduced the Crow's Nest Pass subject, and urged the Government to grant redress as well as remedies to prevent a recurrence of such outrages.

Mr. Jameson knew the C. P. R. too well to be at all surprised. His suggestion to retain compensation for the men and their families out of the subsidy to be paid the company was approved all over the House. The item was then passed.

Mr. Robertson, upon reaching the item, "$1000 for classification of records," advised the Government to put up a $40,000 building to gather together and preserve the archives and records of the House and of the departments. He recalled the finding on the street of a document last year worth $500. The Premier could not promise to spend the $40,000 this year, but suggested a possible amalgamation of the Geological Survey and the archives in one building.

Toronto Publishers' Profits.

The next Government favorites to be scourged by the Opposition were the firm of Hunter, Rose & Co., Toronto, publishers. Dan Rose, it will be remembered, secured the rights to sell Mr. Ogilvie's book on the Klondike. Dr. Montague pointed out the wealth of advertising which the volume contained, and urged that the Government should have done the work with its own printing bureau.

The Minister of the Interior vouchsafed his serve-all-purposes plea of the exigency of the case.

Mr. Robertson contended that the books cost the publishers only 13c each for a 10,000 circulation, leaving them, therefore, a profit of 37c, besides the advertising.

Mr. Clarke, in refutation of Mr. Sifton's plea of exigency, stated that many days had been wasted in negotiating with the firm. The Dominion Bureau could have done the work in three or four days. The Minister denied that it could have performed the work so quickly.

Mr. Clarke called the Government's attention to the incalculable value of the advertising that the Government may have put into the book for the use of immigration agencies abroad.

That Disgraceful Admission.

Mr. Foster closed the debate by sounding a warning note to the Government that, having entirely departed from the principle of tendering, and having shamelessly farmed out contracts, they were weighed in the balance and found wanting. For instance, there was Mr. Tarte, who had made perhaps the most disgraceful admission ever made by a responsible Minister, that he had farmed out dredging contracts to give his political friends, who owned no dredges, a show. The old Liberal policy of economy had developed into one of arrant hypocrisy. After thus scathing the Government, the item was allowed to pass.

The House rose at 1.30 a.m., having passed the 1897-98 supplementary estimates.

More Supplementaries.

Further supplementary estimates were presented as the House was rising—$20,000 to defray expenses of the proposed joint high commission between Great Britain and the United States, to settle disputes at Quebec; $48,500 for increased Intercolonial accommodation at Levis, and $2731 for legislation.

Pember's Turkish Baths, 127-9 Yonge 75c Ladies, Gents, day 75c and evening 50c

Look Out for Showers.

Minimum and maximum temperatures: Esquimalt, 52—70; Kamloops, 52—86; Calgary, 46—84; Qu'Appelle, 46—76; Winnipeg, 46—72; Port Arthur, 46—52; Parry Sound, 58—84; Toronto, 56—78; Ottawa, 56—82; Montreal, 52—74; Quebec, 46—80; Halifax, 54—66.

PROBS—Moderate winds, partly fair and warm; showers or thunderstorms at many places.

Do you belong to the wheel brigade? That is, do you ride a wheel? Have you got a bicycle suit? Oak Hall, 115 King-street east, has lots of them and at little prices, too.