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Quick Sale Price

$800—East End—best residential street—brick, semi-detached, 8 rooms, furnace, bath, w.c., perfect order. H. H. Williams, 10 Victoria-street.

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TWENTIETH YEAR — EIGHT PAGES—FRIDAY MORNING AUGUST 4 1899—EIGHT PAGES — ONE CENT

The Senate Reading Room S

RAILWAY QUESTION IS THE LIVE TOPIC

Mr. Maclean Shows That the Only Cure is a National Extension

OF THE INTERCOLONIAL.

Would Take That Road Right on to Winnipeg, When Branches Would Be Constructed.

SUBSIDIES UNDER DISCUSSION.

Clauses in Mr. Blair's Railway Resolutions Which Won't Protect the People.

Ottawa, Aug. 3.—(Special.)—The House met at 11 o'clock and the railway subsidy resolutions were at once taken up.

"Merely Loans."

Hon. Mr. Blair, in introducing the resolutions, briefly explained that the Government by the introduction of the clause requiring the subsidized roads to carry mails, munitions, etc., free to the extent of 3 per cent. of the subsidy were really not granting a bonus, but making a loan to the companies, on which they were paying 3 per cent. in transportation.

How Mr. Blair Has Changed.

Hon. Mr. Foster said that in New Brunswick during the election campaign Mr. Blair had stigmatized the late Government's granting of railway subsidies as a scheme for making deals and raising corruption funds for election purposes, and ironically enquired if the Minister of Railways was of the same opinion now. He believed in a proper system of railway subsidies for the development of the country, and the Conservative party had adopted that policy and adhered to it, but for eighteen long years it had been opposed by the Liberal party. He quoted at some length from Hansard and the Liberal press in support of this contention, and said he was glad to see that at last the leaders of the Liberal party had seen the error of their ways and had again adopted when in office the Conservative policy they had condemned while in opposition. As to the subsidies not being subsidies but loans, he did not endorse the view taken by the Minister of Railways, but thought the assistance would work out all right as a bonus in the end.

Mr. Robertson's View.

Mr. John Ross Robertson said he was opposed to the Government's railway policy, and especially to the Rainy River Railway subsidy. He was not a bigot in favor of Government railway ownership, but he certainly thought there were some railways which the Government ought to own, instead of wasting its substance with pledging its credit, its money and land to any lot of speculators who grubbed a charter and held up the Government for a subsidy. It seemed to him that this Government could not see an inch beyond Mackenzie & Mann.

What Should Have Been Done.

If the Government had done its duty it would have joined hands with the Governments of Ontario and Manitoba and settled the question of transportation from the Great West to the seaboard forever. They should have pooled interests with the two local Governments and called for tenders to see who would build the Rainy River road for the smallest subsidy. Mackenzie & Mann and the Canadian Pacific Railway Company were one. The road would become a mere branch of the C. P. R. He understood that Mackenzie & Mann were to be given compensation for the loss of the Yukon Railway contract, but he thought in view of the claim made by the Minister of the Interior, that Mackenzie & Mann had been saved a large amount by the Senate throwing out the Yukon bill. Instead of asking compensation Mackenzie & Mann ought to compensate the Senate. He touched on the rejection of the Yukon bill by the Senate, and thought the Senate would be justified in throwing out the railway subsidies.

Richardson Opposed to Bonuses.

Mr. Richardson (Liberal) said he was opposed to granting bonuses to railways, although he would be willing to make advances for the construction of railways, but the loan should be returned. He entered into an elaborate calculation to show that the Dominion Government had given bonuses in land and money for transportation to the extent of $350,000,000, or $70 per head for every man, woman and child in the Dominion. In the United States the aid to railways did not average $1 per head of the population. Yet in spite of this gigantic expenditure by Canada it was a fact that at the present moment fully five-eighths of the grain of the Northwest reached the English market, not by Canadian railways or Canadian canals, but by way of Buffalo and New York.

The Rainy River Subsidies.

Turning to the Rainy River Road, he said he had heard that the Manitoba Government had promised a bonus of $4000 a mile to this road, which, added to $4000 a mile from the Ontario Government and $6400 a mile from the Dominion Government, made a subsidy of $14,400 per mile, which he thought was more than enough to build the road. He suggested that the Rainy River Road should be built and owned by the Government in order to prevent its being absorbed by the Canadian Pacific. The Minister of Railways had said last year that the Government could not prevent the owners of the C.P.R. purchasing the bonds of the Rainy River Road and so control it, and if that was the case he thought it was the best reason why the Government should build the road itself.

An Amendment.

In conclusion, he moved, seconded by Mr. Oliver, the following amendment:

"That during the construction of all railways herein bonused all books, accounts and records showing the actual cost of construction shall be open to inspection by the Government in order that if it is subsequently determined by the Government to acquire any or all of the railways subsidized they may be so acquired with a knowledge of their actual cost, and at a figure from which shall be deducted the bonuses given by the Government.

"That the rates, both passenger and freight, shall be all subject to revision and control by the Governor-General-in-Council, provided that whenever such rates produce a net earning of more than six per cent. on the actual cost of the road and equipment, less the amount of subsidies received from any source, the rates shall be reduced to such point as shall only produce six per cent. on such cost."

Osler Against Subsidies.

Mr. Osler said that the time had come when the granting of railway subsidies should cease entirely. There was not a single item in these subsidies before the House which should be granted, as there was not a new railway proposed for which ample capital could not be obtained without any subsidy if the road would pay as a business enterprise. Most of the subsidies were for duplicating lines already in existence and would, if granted, merely create competing roads in districts which have already ample railway facilities. There was great greed on the part of hungry bonus-hunters, as was shown by the fact that twenty millions of subsidies had been applied for, although the Government had only asked for six millions, and he thought the Government would show its wisdom in not granting any bonuses at all.

What Sir Wilfrid Said.

Sir Wilfrid Laurier denied that the Liberal party was opposed to the granting of railway subsidies; what it was opposed to was the granting of subsidies to charter-hawkers, whose only object was to obtain a charter, get a subsidy voted and then sell the charter for what they could get. He had never opposed the granting of aid to roads, the construction of which would develop the country. The Government was spending money in this way, because it was not afraid to develop the country. There were plenty of farmers, even in Ontario, who were 40 or 50 miles from a railway. He strongly supported the subsidy to the Ontario and Rainy River Road, saying that it would create a new Ontario, passing as it did for part of its length through a magnificent agricultural district and for another part of its length opening up a splendid mining country. He was not in favor of Government ownership of railways, as he believed that public opinion was opposed to it.

Mr. Oliver supported Mr. Richardson's amendment.

Mr. McMullen Approves.

Mr. McMullen spoke up to 6 o'clock in general approval of the Government's resolutions, being specially pleased with the clause providing for the free carriage of mails, etc., to the extent of three per cent. per annum on the amount of subsidy granted.

Mr. Maclean on the Floor.

After recess, Mr. W. D. Maclean said: "We who sit on this side of the House were not at all surprised at the remarks made by the hon. member for North Wellington (Mr. McMullen). We are used now to hear him repudiate everything he has said in former days in this House.

"In the old days we heard him denounce Government extravagance session after session, and now we hear him, when his friends are in power, session after session justifying every form of extravagance proposed by the Government. But I was surprised to hear the hon. gentleman go a step further and lecture his friends on that side upon what their attitude ought to be in regard to the expenditures of the Government.

Mr. McMullen's Record.

"The record of that gentleman is to this effect: When, in the old days, the people of Manitoba and the Northwest were complaining of the monopoly of the C.P.R. and other monopolies, he was always their champion, and assisted in fighting their battles. But this afternoon he turns round, lectures the member for Lisgar and the member for Assiniboia (Mr. Davin), and says, practically, that they know nothing of the grievances of the Northwest; that they ought to keep mum, and that the Government is doing a great deal for them. I think he went a little too far in that respect, but, perhaps, after all, I should not be surprised at anything he does. To use the common expression, he is prepared to go the whole hog in accepting anything that this Government may bring down. This afternoon we have heard some remarkable statements in the House. We have heard the leader of the Government say that he does not believe in Government railways. Hon. gentlemen on this side say the same thing, and I believe the respected leader of the Opposition (Sir Charles Tupper) says that he does not believe in Government railways.

Government Ownership.

"I stand here as one who has always and will believe in the Government ownership of railways. The leader of the Government will find that he has made a sad mistake in declaring, as he did this afternoon, that he did not believe in Government ownership or Government control of railways. The coming question of this country concerns railways and transportation."

Mr. Rutherford: I think the hon. gentleman (Mr. Maclean) makes a mistake. The leader of the Government, I think, did not say that he did not believe in Government control of railways, but in Government ownership. Gentlemen in discussing this matter should appreciate the difference between Government ownership.

Mr. Maclean: What I say is that the leader of the Government this afternoon regretted the experience that Canada had made in connection with her national railways, and said that people were not prepared to justify any railway on that account.

The Minister of Railways and Canals: I do not think he said that.

Mr. Maclean: That is my recollection of it.

The Minister of the Interior: That bears out what the hon. member for Macdonald (Mr. Rutherford) says. The leader of the Government deprecated further experience which would result in Government ownership of railways.

The Minister of Railways and Canals: But he did not say he regretted the experiment that has been made.

Mr. Maclean: He said it was a great mistake.

The Minister of Railways and Canals: No; it was one of the articles of Confederation. How could it be a mistake?

Let the People Be the Masters.

Mr. Maclean: He opposed the Government ownership of railways, and said that the people would not justify further experience on that account. I am willing to stake my reputation and any chance I have in the future on this line. I believe in the nationalization of railways and of all great public franchises; and in connection with the city government, I believe in municipalization of civic franchises. That is the coming principle in Governments that are going to win, I think, in the present, and certainly in the immediate future. People are tired of what has taken place in the past. The railways have become the masters, instead of the people being the masters of their own country. All over the world this progressive policy is attracting young men. I am in favor also of nationalization immediately of the telegraph system of this country, of the issue of notes which the banks now enjoy, and a great many other things.

How Salisbury Views It.

Only the other day Lord Salisbury made an important deliverance in the Old Country. He said that the policy that would rule the higher politics of the world concerned all the railways, and the Government that did not control the railways had hardly any future. And only the other day, the president of a great metal organization in England, speaking of the competition which the merchants and manufacturers of Great Britain are now forced to encounter throughout the world, said there was no relief for England except the nationalization of railways, and the reduction of the enormous freight rates.

Where Railways Are Nationalized.

Bismarck, when he undertook to consolidate and regenerate Germany, nationalized the railways. Australia has nationalized her railways; Italy has nationalized her railways. France has nationalized her system of railways. And all the world over that same principle is going on, and the people of those countries would not hear for a moment of the de-nationalization of those railways and turning them over to the control of companies.

The Policy for Canada.

I believe in the policy of Government ownership of railways in Canada, and I believe that now is the time to carry it further than we have carried it hitherto. I do not deplore the ownership of the Inter-

Continued on Page 2

10,000 MEN ARE NOW WANTED

Manitoba Will Have a Big Task in Hand to Remove the Crops This Season.

PREMIER GREENWAY'S CIRCULAR

Calling for Help From the Other Provinces—Chatham Man Hurt at Brandon.

Winnipeg, Aug. 3.—(Special.)—In connection with the shortage of help for the harvest, Premier Greenway has issued a circular, in which he says: "At present there are 35,000 farmers in Manitoba, and, if even every fifth farmer required one man, it would take 7000 hands to supply the same. In many wheat-growing districts every farmer will require one, and in some instances two or more men, and, although 25,000 farmers may not require any help, it would take 10,000 men to supply the remainder, at one to each farmer.

"When the wealth of the province represented by our wheat fields, upon which the prosperity of our cities, towns and villages, as well as our business concerns, railways, banks and implement agencies, so much depends, is in danger of being left upon our fields for want of sufficient help to garner the same, this department deems it wise to do all that is possible in the way of securing help for our farmers, to assist them in garnering their crops.

"The press assists in advertising this want of the province, and the railway companies will, as in past years, give cheap excursion rates from Ontario to harvest hands, good for three months."

Those Railway Bonuses.

Prominent men of all shades of politics continue to denounce in bitter terms the action of the Government on the railway bonus question.

Sandison Won the Nursery.

M. R. A. rifle matches opened to-day. Peter E. Sandison won the Nursery.

Chatham Man Hurt.

Earl Foye, Chatham, Ont., was seriously injured while boarding a train at Brandon.

MONUMENT TO BRITISH SOLDIERS.

Proposal by Britishers of Boston to Have the Bunker Hill Victory Celebrated.

Boston, Mass., Aug. 3.—The Victorian Club of this city, whose membership includes all the leading representatives of British societies in this city, propose to erect a monument in the central burying ground on Boston Common to the memory of the British soldiers who fell at Bunker Hill. Permission has been asked from the Committee on Cemeteries of the Board of Aldermen, and, if successful, the club will build the monument by subscription among its members and other Britons in this city.

The records of the Massachusetts Historical Society show that 226 British soldiers fell at the battle of Bunker Hill, most of whom are supposed to have been buried on the common. The men who fell were members of the Eighteenth Royal Irish and Twenty-third Royal Welsh Fusileers. The former regiment, although it suffered heavy losses, captured Bunker Hill in the final charge.

The monument will be in the shape of an Irish cross of bronze, with a halo around it, mounted on pink granite with a grey granite base.

MAN OVER THE FALLS.

A Lot of People Saw an Unknown Throw Himself Into the Torrent Last Evening.

Niagara Falls, N. Y., Aug. 3.—An unknown man went over the American Falls to-night about 8 o'clock. The tragedy was witnessed by a number of reputable persons, who report that he called for help several times, placed his hands over his eyes and disappeared over the brink.

A COMING MARRIAGE.

Lady Randolph Churchill to Marry the Son of Lady Cornwallis-West.

Cowes, Aug. 3.—Announcement was made to-day of the engagement of Lady Randolph Churchill to Lieut. G. F. M. Cornwallis-West, son of the famous beauty, Lady Cornwallis-West. It is said that the marriage will occur in October next.

Best Trip Civic Holiday.

The elegant large steel steamer Toronto will leave Yonge-street Wharf Monday at 7.30 a.m. for Charlotte (Port of Rochester), and return to Toronto at 11 p.m., allowing excursionists ample time to visit Ontario Beach, the Coney Island of Lake Ontario, the famous art gallery and other attractions in Rochester. The fare for the round trip is only $2, and meals will be served in the magnificent dining saloon on the gallery deck at 50 cents. Remember this trip is by the Richelieu & Ontario Navigation Company's new and superb steamer Toronto, and presents an opportunity that should not be missed.

Cook's Turkish and Russian Baths. Bath and bed $1.00. 202 and 204 King W

The Holiday at Niagara.

For the Civic Holiday outing many Toronto people will go over to Niagara on Saturday for the battle of flowers and the beautiful floral parade of carriages and bicycles. The parade is followed by the bicycle gymkhana. There will be dances both on Saturday and Monday evenings. The Niagara Navigation Company is issuing a special return ticket to Niagara for Saturday only at $1, including admission to the parade and gymkhana.

Smoke Manhattan cigar, 10c. Try it

Wealthy Greek Dead.

Alexandria, Egypt, Aug. 3.—M. George Averoff, the wealthy Greek, whose gift of a million francs for the restoration of the Stadium at Athens led to the revival of the Olympian games a few years ago, has just died here in his 70th year. M. Averoff, who was born in Metzovi, Epirus, was a man of almost innumerable charities.

This is Business.

Dufferin Advertiser: Mr. Robert Kyle this week received from his son in the Klondike a draft for $1000. The money was transmitted through the Canadian Bank of Commerce, which has a branch in Dawson City.

Fetherstonhaugh & Co., Patent Solicitors and experts, Bank of Commerce Building, Toronto.

Mosquitoes and Black Flies

Are harmless if you use Bingham's Mosquito Oil. Tourists, campers and fishermen should never be without it. Bingham's Pharmacy, 100 Yonge-street. 1357

To-Day's Program.

London Old Boys' excursion, 7.35 a.m.
Council of College of Pharmacy, 10 and 2 p.m.
Munro Park, 3.15 and 8.15 p.m.

BARRELS OF GOLD FOR MONTREAL BANKS

Twenty Kegs of Bullion Sent From New York, Containing a Million Dollars.

EACH KEG WORTH $50,000

All This Was Done to Allay Excitement and Stop the Panic in Banking Circles.

$600,000 FOR BANK OF MONTREAL

The Balance Was for the Bank of British North America—News From Montreal.

Montreal, Aug. 3.—(Special.)—There was no little suppressed excitement at Bonaventure Station this morning, when it became known that the Delaware and Hudson train had brought from New York nearly $1,000,000 in gold, consigned to the Canadian Express Company by the American Express Company, shipped for the Bank of Montreal and the Bank of British North America, for the purpose of allaying apprehension regarding the stability of the banking institutions of Montreal, and providing for any emergency that might arise through the panicky condition of the public mind. The gold arrived in twenty kegs, each containing about $50,000, and it was conveyed with as much despatch as possible to the offices of the Express Company in St. Francois Xavier-street. It is now safely locked up in the banks for which it was intended, the proportion being about $600,000 to the Bank of Montreal and $400,000 to the Bank of British North America.

Other Montreal News.

La Presse would be in favor of giving the Hansard translators a bonus of $5a each, seeing that there has been more work this sesssion than ever before.

Hon. Senator Bellerose is dangerously ill at his home at St. Vincent de Paul.

IS THE CONVENTION CALLED OFF?

A Meeting of Prominent Ontario Catholic Liberals Held at the Empress Hotel Yesterday.

A circular, calling a meeting of Ontario Catholic Liberals was sent out a short time ago, bearing the names of Messrs. Mulvey and Lee.

Pursuant to this circular a meeting was held at the Empress Hotel yesterday afternoon. Rooms were engaged there by W. T. Kernahan, and several gentlemen met and discussed matters. Among those present were O. K. Fraser, Brockville; F. R. Latchford and Charles Murphy, Ottawa; J. O'Reilly, Prescott; W. J. McKee, M.L.A., Windsor; Mr. O'Connell, Peterboro; Mr. Murphy, London; J. Loughlin, M.L.A., and others.

The question before the meeting was whether it would be wise to call a convention of the Ontario Catholic Liberals in September or not.

The gentlemen present were very reticent concerning the decision arrived at, but it is learned from a reliable source that the convention idea will be called off.

DYNAMITE AGAIN.

Another Outrage at Cleveland—Jennings-Avenue Car Blown Up, But Nobody Hurt.

Cleveland, O., Aug. 3.—The withdrawal of several companies of troops was followed to-night by another dynamite outrage, but fortunately nobody was hurt. The explosion occurred under a Jennings-avenue car, on which there were six passengers. It smashed the flange of one of the wheels and splintered the running board at the side. The passengers were badly frightened, but none were injured, and the car proceeded on its way to the end of the run.

Hats at Half Rate, at Dineens'.

Half-rate railway and boat fares for holiday excursions do not detract from a first-rate time on the outing. And Dineens' announcement of "special" half-rate prices for straw hats, to-day and to-morrow, is for first-rate hats. It's the last holiday offer in summer hats—men's hats and ladies' hats—and many of the stylish qualities offered "special" to-day and to-morrow at Dineens' at 50 cents—are $2 hats.

Judge Undergoes an Operation.

His Honor Judge Morrison of Owen Sound is in the General Hospital, suffering from some stomach trouble. Last Monday he underwent an operation, which was performed by Dr. Peters, assisted by Dr. Cameron. The medical superintendent, Dr. O'Reilly, was also present. Since the operation His Honor has greatly improved in health.

Present From the Queen.

London, Aug. 3.—The Queen will present to the National Portrait Gallery Hayter's celebrated picture of Her Majesty in her coronation robes, which is now at Kensington Palace.

Swiss Mountain Climber Fell.

Geneva, Aug. 3.—M. Hubacher, a Swiss deputy, while mountaineering with his daughter, near the Gamchhulick, fell and was instantly killed. His daughter was seriously injured.

Esterhazy Summoned to Rennes.

London, Aug. 3.—Comte Ferdinand Walsin Esterhazy, who is residing in London under the assumed name of Bollinemt, has been served with a subpoena to appear as a witness at Rennes.

Count de Meran of Austria.

Count Rudolf de Meran, Vienna, Austria, was the guest of Mr. P. S. Larkin yesterday. The Count is a young man, who holds a responsible position in the civil service of Austria. He has been touring America. He expressed himself as delighted with everything Canadian, and especially with Toronto.

Cook's Turkish Baths—204 King W.

Old Roundhouse Burned.

Ottawa, Aug. 3.—The old roundhouse of the Canada Atlantic at Elgin-street was destroyed by fire this evening. The loss is considerable. Some cars which were under repair were destroyed.

M'INNES IS BACKING MARTIN

That is the Substance of a Report From Victoria, B.C., Sent Out Last Night.

MR. SEMLIN TO BE DISMISSED

And "Fighting Joe" to be Called on to Form a Ministry to Take Charge of the Government.

Winnipeg, Aug. 3.—An evening paper publishes a despatch from Victoria, which says: The political pot is at a boiling point here. Despite the newspaper announcements, the Provincial Attorney-Generalship has not yet been filled.

A good deal of significance is thought to attach to the sudden departure for Ottawa of Aulay Morrison, M.P., who only returned from Ottawa a week ago. It is said here that he goes to the Capital as Lieut.-Governor McInnes' emissary, who is anxious to give Hon. Joseph Martin another chance. If Sir Wilfrid Laurier approves, the Lieut.-Governor will dismiss the Semlin Ministry and will call on Mr. Martin to form another Cabinet.

GENERAL SERVICE MEDALS.

The Delay in Issuing Them is Due to Delay in the Arrival of Ribbons.

Ottawa, Aug. 3.—(Special.)—It was recently stated by The World that the delay in obtaining the general service medals was due to a change in the design of the medal. The facts are that the non-issue of these medals was caused partly by delay at the Royal Mint in manufacturing them and partly because at the eleventh hour the order for using the Northwest Campaign ribbon for the new medal was changed and another ribbon of a different design authorized. Seven thousand five hundred medals and seven thousand seven hundred clasps are now here, but no ribbons have yet been received, and no issue will take place until the ribbons have been received.

JUMPED FROM BROOKLYN BRIDGE.

A Theatrical Man of New York Made a Desperate Plunge and Was Rescued.

New York, Aug. 3.—Herman Hauser, treasurer of the Herald-square Treatre and formerly treasurer of Hooley's Theatre, Chicago, jumped from Brooklyn Bridge between 4 and 5 o'clock this afternoon and was rescued by Frank Luckey of this city, an employe of the Long Island Express Company, who happened to be on the ferry boat Southampton. Mr. Hauser was removed to Governeur Hospital and placed in charge of Dr. Dickson. The physicians say that the man will undoubtedly survive.

WILL VISIT HIS GRANDMA.

Emperor William of Germany Will Shortly Visit the Queen of Great Britain.

London, Aug. 4.—The Daily Telegraph, which announces that Emperor William will soon pay a visit to the Queen, comments editorially upon the fact as "disposing of the rumors that the Emperor is trying to form a European coalition against England," and "showing the continued good relations between the two countries." The paper then continues: "The visit will be productive in clearing up small misunderstandings."

TERRORS OF EDMONTON ROUTE.

The Leamington Party All Right, According to Advices Received.

Chatham, Ont., Aug. 3.—From time to time sensational reports have been in circulation as to the fate of the Leamington party of gold seekers who went via Edmonton to the Klondike. Stories of death and starvation of the Peninsular Mining & Development Company's employes known as the Leamington party were published. The latest and most authentic report comes from E. H. Toll, whose home is in Ouvry, this county. Writing to his brother, under date June 30, he says that the party are all well, with plenty of provisions for some time. They have met with terrible hardships, however.

LORD PAUNCEFOTE.

That is the Title Assumed by the Latest Peer of the Realm.

London, Aug. 3.—The British Ambassador to the United States assumes the title of Lord Pauncefote, as a result of his elevation to the peerage. He is still considering what territorial style he will take. The Ambassador will return to The Hague shortly to complete some peace conference details there, and will start for Washington in October. He will finally retire from the diplomatic service in March or April next. Lord Pauncefote expects to resume the Alaska negotiations, which have been "suspended during the hot weather," on his arrival in Washington.

YELLOW FEVER SUBSIDING.

Favorable Reports Sent Out by the Hospital Physicians.

Washington, Aug. 3.—The yellow fever situation at Hampton continues favorable and encouraging, in the opinion of the officials of the marine hospital service. According to official reports there has been no spread of the contagion since yesterday, nor have any of the cases now under treatment proved fatal since that time.

Armed Insurrection in Hayti.

Cape Haytien, Hayti, Aug. 3.—It has just become known that an armed insurrection has broken out at La Vega, a town 78 miles northwest of St. Domingo, in favor of Jiminez, who aspires to the Presidency, in succession to the late President Heureaux.

To Our Readers.

Subscribers leaving the city for the summer months can have The World mailed to any address at regular city rates. The World is now delivered by our own carrier boys at the Island and Kew Beach—25 cents per month. tf

Fiji Gets the Go-By.

Vancouver, Aug. 3.—The Canadian-Australian steamers will not in future call at the Fiji Islands, as they have for several years, in consideration of the mail subsidy, for that purpose.

Try Glencairn cigars—5c. straight.

Passengers With Gold.

San Francisco, Aug. 3.—The steamer Charles Nelson arrived from St. Michael's to-day. The Nelson carried 111 passengers, who brought down about $150,000.

Read "Flour of the Flock" on page 2.

C.P.R. Earnings Increased.

Montreal, Aug. 3.—(Special.)—C. P. R. earnings, July 21 to July 31, $735,000, an increase over last year of $126,000.

DIRECT NEWS FROM HAVANA

Banker Brecher is in Montreal and He Tells What is Wanted in Cuban Capital.

A MORTGAGE BANK IS NEEDED.

Three Hundred Thousand Tons of Sweetness for Which Good Prices Were Obtained.

Montreal, Aug. 3.—(Special.)—Mr. W. F. Brecher, agent of the Merchants' Bank of Halifax at Havana, is in the city. He says that a mortgage bank is much required in Cuba, an institution that would loan money to the planters to help them to put their plant in shape again and take a mortgage on the machinery. The year's sugar crop reached 300,000 tons, and good prices were obtained, all of which was sold to the New York Sugar Trust Company. Mr. Brecher says the charter of their bank will not permit them to do such a business. Theirs is the only British bank in Cuba. He adds that, although the tariff was twice as high under the Spanish rule, the revenue obtained at the customs during the past five months reached five millions, or double the figure during the same period last year, and all because the Havana merchants tip the customs officers to get their goods at very low valuation. Havana, the banker says, was healthy when he left ten days ago but yellow fever is epidemic at Santiago.

EXAMINERS IN PHARMACY

New Names Put on the Examining Board by the Council at Yesterday's Session.

NEW REGULATIONS FOR CANDIDATES

Monitors Will Hereafter Receive $2 a Day—Gets a Diploma Without Attending Lectures.

At the Council of the Ontario College of Pharmacy yesterday, H. Walters of Hamilton presented the report of the Education Committee, which was adopted. The principal matter dealt with was that of excluding certain persons during the progress of the examination. Hereafter, the only officials admitted to the hall where the students are writing will be the president of the Council, chairman of Educational Committee, registrar, treasurer and the examiner in charge of the monitors. The report also suggested that the pay of the monitors be increased from $1.25 to $2 per day.

A communication was received from the British Columbia Pharmacist Association, expressing its willingness to reciprocate in the matter of diplomas.

Afternoon Session.

In the afternoon the Infringement Committee brought in their report, which dealt more particularly with the matter of unpaid fees, and urged that the payment thereof be insisted upon.

The work of Inspector Brown was warmly commended by the committee.

The Bylaw and Legislation Committees recommended that a better act would be a great boon to the college.

The report was adopted.

J. W. Hargraves, as chairman of the Divisional Committee, said his committee could not agree upon a report this session.

In the Educational Committee's report the request of Mr. Harvey of Prince Edward Island for a diploma was granted. The applicant was not a student, and had never attended the Ontario School, but he submitted evidences of his qualifications, and was accordingly granted the diploma.

In the matter of awarding prizes the Council have had some difficulties, as at present it is possible for one student to carry off nearly all of them. The College intend to remedy this, and have received a letter from Mr. John R. Allen, acting for one of the donors, in which he says he will agree to any change the Council may see fit to adopt.

New Examiners.

The following appointments to the Examining Board were recommended: Dispensing, William Murchison, Toronto; prescription, J. T. Pepper, Woodstock; materia medica, D. E. Sager, Brantford; botany, C. R. Sneath, Toronto; pharmacy, T. Harrison, London; chemistry, G. A. Evans, Toronto; practical chemistry, Dr. W. A. Ellis, Toronto.

It is expected that the Council will conclude business to-night.

HERBERT IN OTTAWA

The Alleged Defaulter of the Ville Marie Bank Registered at the St. Louis Hotel.

Ottawa, Aug. 3.—The Evening Citizen says: J. B. Herbert, the alleged defaulter with funds of the Ville Marie Bank, Montreal, was in the city to-day and registered at the St. Louis Hotel, York-street. He had dinner with a gentleman who has known him personally for the past 25 years, and conversed quite freely with him. He registered at the St. Louis under the name of Charles W. Dugan, representing Mr. B. D. Dillon of Toronto, importer and dealer in fancy wares. He stated that he intended to carry on a commission business in Ottawa.

West India Firm Bankrupt.

London, Aug. 3.—D. H. McGowan & Company, West India merchants, who also have an establishment at Demerara, have been declared bankrupt. Their liabilities are £75,000.

Call Saturday

And try a five-cent cigar at 37 Colborne-street; you would have to pay fifteen cents for the same quality at any other store; one trial will convince you.

MARRIAGES.

VERRAL—ISLAND—On Wednesday, Aug. 2, 1899, at the residence of the bride's father, Charles F. Verral to Mabelle, daughter of Dr. R. Island, Rosemont, Ont.

DEATHS.

ALLEN—At her residence, Lee-avenue, on Wednesday, 2nd inst., Elizabeth Catharine, wife of A. P. Allen.

Funeral to St. John's Church, Norway, on Friday, at 3 p.m. Service in the church.

CRONAN—On Aug. 3, John Cronan, beloved husband of Lizzie Cronan, aged 44 years, late employe of the Street Railway Company.

Funeral from his late residence, 514 Eastern-avenue, on Saturday morning, at 9 o'clock, to St. Michael's Cemetery.

CARROLL—Suddenly, at Montreal, on Thursday, Aug. 3, John W. Carroll of Toronto.

Notice of funeral in evening papers.

NASMITH—At her late residence, 14 Maitland-street, on Thursday, the 3rd inst., Jane Morrow, beloved wife of Mungo Nasmith, in the 64th year of her age.

Funeral Friday, at 3 p.m.

MR. RUDOLPH FORGET WAS ON HIS DIGNITY

Treasurer of the Montreal Stock Exchange Would Not Stand Any Fooling.

A CHEQUE FOR $165,000.

Some One Insinuated That it Would Not Go and at Once the Fat Was in the Fire.

FORGETS GOOD FOR MILLIONS.

Everybody in Banking Circles Stirred Themselves to Get the Thing Straightened.

Montreal, Aug. 3.—(Special.)—There is a big row on at the Montreal Stock Exchange and Mr. Rudolph Forget, treasurer of that body and one of the foremost members, has resigned the treasurership. It appears that the other day, when runs were being made on the banks, and things looked panicky generally, the big firm of L. J. Forget & Co. purchased heavily to keep the market in shape, and when the day's transactions were over they owed the Stock Exchange clearing house $165,000, paying the same with their cheque. Some one of the committee rashly insinuated that a certain bank would not take the cheque, and of course the fat was in the fire at once, for the Forgets are good for a million or two any day of the week. The officials of the bank in question, from the general manager down, hastened to assure the great French-Canadian brokerage firm that they never had made any such statement, and as a matter of fact the whole mischief was traced to the Committee of the Stock Exchange, who admitted their hasty work and sent a letter of apology to Mr. Forget, who, however, still persists in vacating the treasurership. The incident is the talk of the street.

BONANZA'S DIVIDEND.

Money to Be Distributed Among Stockholders on August 20—A Paying Property.

Spokane, Wash., Aug. 3.—(Special.)—The Bonanza Mining Company has declared a first dividend of $2500 to-day, payable Aug. 20, to stockholders of record Aug. 15. The mine is a well-developed property, near Bossburg, Wash., 90 miles north of Spokane. It is shipping about 500 tons per month, and steadily maintains dividends of a quarter cent per share monthly. The company has just been formed, and a large part of the stock has been placed at Toronto. Ample treasury funds are in hand, and additional development is under way, which will double the output and increase the dividend within a few months.

WHERE CARDWELL WAS.

County Councillor Egan Thinks Peel Will Send a Supporter of Sir Charles.

Mr. S. A. Egan of Bolton was in the city yesterday. Speaking of the gerrymandering of Cardwell out of existence, he said he believed a Conservative could now be elected in the constituency of Peel comparatively easily. Mr. Egan, who is a county councillor for the township of Albion, will probably be the party standard bearer at the next election. His popularity was made manifest in the last race for county council honors, when he polled in the neighborhood of ten times as many votes as his next nearest opponent.

Professor Well Punished.

Paris, Aug. 3.—Prof. Weil of the Voltaire Lycee, who recently gave to his pupils an "Apotheosis of Dreyfus' Rehabilitated," has been suspended for three months and condemned to forfeit one-third of his salary during that time.

Warm and Showery.

Meteorological Office, Toronto, Aug. 3.—(8 p.m.)—Pressure is about average, and very uniform over the greater portion of the continent. The general outlook is for settled fine weather in the Territories and Manitoba, and for some showers and thunderstorms in Ontario, more generally in the southern portion than elsewhere.

Minimum and maximum temperatures: Victoria, 50—72; Kamloops, 54—84; Calgary, 46—72; Qu'Appelle, 48—64; Winnipeg, 56—80; Port Arthur, 54—62; Parry Sound, 50—76; Toronto, 60—85; Ottawa, 50—84; Montreal, 62—78; Quebec, 64—80; Halifax, 56—80.

Forecasts.

Lower Lakes—Moderate winds, warm with showers or thunderstorms in many localities, but partly fair.

Georgian Bay—Partly fair and warm; local showers, or thunderstorms; moderate winds.

Ottawa Valley, Upper and Lower St. Lawrence, Gulf and Maritime—Moderate winds; generally fine; a few scattered thundershowers; not much change in temperature.

Lake Superior—Moderate winds; generally fair; a few scattered showers; stationary or higher temperature.

Manitoba—Fine and quite warm to-day and on Saturday.

"Bike" suit prices are cut in two at Oak Hall Clothiers, 115 King-street east. You can save enough on a suit to pay Civic Holiday expenses.

STEAMSHIP MOVEMENTS.

Aug. 3.	At	From
Amyl	Halifax	Barry
Pennsylvanian	Hamburg	New York
Fuerst Bismarck	Southampton	New York
Batavia	Boston	Hamburg
Trave	Bremen	New York
Rotterdam	Rotterdam	New York
Belgenland	Liverpool	Hamburg
Patria	New York	Hamburg
Norcap	Barrow	St. John's, Nfld.
Anaxo	Liverpool	St. John, N.B.
Naparima	Greenock	Portland
Mayflower	Antwerp	Montreal
Genoa	Briston Roads	St. John, N.B.

Sailed	From	For.
Consol	Liverpool	St. John, N.B.
Samantha	Liverpool	Chatham, N.B.
Californian	Liverpool	Montreal
Cambroman	Liverpool	Montreal
Nyassa	Glas