HAMILTON NEWS.

THE FEARMAN PACKING CO.

Make a Proposal Which Means Enlarged Facilities.

Will Erect a Plant in East Hamilton if the City Will Take Their Present Factory Off Their Hands—The Movement Against Foreman Nichol—Fire Chief and His Authority—General News.

Hamilton, Feb. 10.—(Special.)—The Fearman Packing Company made the proposition to-day to erect a factory and plant in East Hamilton that would handle 4000 hogs, 500 sheep and 100 cattle weekly, on the condition that the city take over the property of the firm on Rebecca-street. The company is now handling 2000 hogs a week, but are looking for premises to increase the output to 6000.

The Animus Against Nichol.

The aldermen who have been trying to get rid of Foreman Nichol from the city quarry will make a more determined sally at Monday night's Council. The ground of objection taken is that he is not a city man. This movement against Nichol is the reason no meeting of the Board of Works was held on Tuesday last, although it had been advertized that some important tenders were to be opened, and a number of Toronto tenderers were up for the occasion. Chairman Dunn wanted the responsibility thrown on the Council and talked over Ald. McFadden to his views. Ald. Dr. Metherell is Nichol's family physician.

A Question of Discipline.

The old question of the extent of the authority of a fire chief over his men is to the fore here again. Chief Aitchison's men now get 84 hours off a week, and they want 96. The chief is exceedingly wrathy because the men broke through the discipline, and, instead of asking him for leave, petitioned the aldermen. He told the Fire and Water Committeee that he can't grant it unless three more men are added to the force, but the aldermen want to keep the rate down. Ald. Nelligan, Hill, Stewart and Hannaford are siding with the men.

Hotel Didn't Make Money.

The Dominion Hotel people didn't make a fortune out of the big farmers' dinner held there yesterday. Although the cost per head was not more than 25 cents, one big Ancaster farmer ate five dishes of oysters as a starter. For attending to the horses of the 180 guests the ostler got exactly 20 cents.

Finance Committee.

The Finance Committee of the City Council was not in session long to-night. A number of grants were recommended, as follows: $50 to Day Nursery, $100 to Children's Aid Society, $100 to Field Battery, and $50 to Victoria Rifle Club.

Ald. Carscallen, McAndrew and Metherell were appointed a sub-committee to select polling booths for March 1.

On the recommendation of Mr. Mouck, tax collector, the committee decided to refund to 32 young men, who paid statute labor tax for 1898, their dollars. This tax will not be collected this year.

The committee refused an application for a grant to the Veterans' Monument Fund.

Canadian Club Elects Officers.

The Canadian Club held its annual meeting to-night. The club is in a flourishing condition and, as an evidence of its hold upon city life, was the handsome balance shown by the year's financial statement. The officers elected were: President, F. F. Macpherson (acclamation); first vice-president, W. McClement; second vice-president, Dr. Rosebrugh; third vice-president, J. D. Biggar; treasurer, H. Carpenter; secretary, A. Mackenzie; assistant secretary, C. H. Fleming; literary correspondent, L. Reid; trustees, J. E. Brown, J. I. Dean, T. Cook, jr., A. H. Devitt, G. R. Judd; auditors, J. Given, E. Barthe.

Still They Are Registering.

Registration did not go with the same rush to-day as it did yesterday. Up to noon only 300 names were added, but things became livelier thereafter, and 1200 were reached before closing. The total now written runs up to close on 3000.

Minor Notes of News.

Judge Snider slipped while coming down the stairs of the Hamilton Provident and Loan building to-day and rolled to the bottom. The result of his tumble was a sprained wrist and bruised arm.

THE DEAL DENOUNCED BY EVERY SPEAKER.

Continued From Page 1.

they could. What, asked Mr. Bennett, did the Government propose to do to get around the Customs officials at Wrangel, the point of transhipment on the Stikine route?

The Minister of Customs replied that the United States customs regulations for transhipment applied to St. Michael's, Dyea, Skaguay, Juneau and other ports of Alaska. He presumed that would take in Wrangel.

Mr. Bennett observed that in not having ascertained this for a fact before signing the contract this Government were taking a leap in the dark. He read an extract from The London Times, in which the hope was expressed that the Government had arranged these matters before concluding a contract.

The Dan Rose Contract.

Then there was this Dan Rose book contract. Mr. Bennett had seen it. A cheap affair, filled with advertisements, such as he was ashamed to see bearing the imprint that it was "authorized by the Canadian Government." It was just a cheapjack way of rewarding a party hack for his services in St. John's Ward. Had the book been printed at the Government Bureau it could have been sold not for 50 cents but for 10 cents a copy, and scattered broadcast over the United States and Europe, thus constituting one of the best advertisements Canada ever had. He asked if any of the Ministers could say what number would be distributed. No answer being forthcoming, he went on to say that this was another job that would be winked at by members before whom the Government was dangling judgeships and Senatorships—just as they had dangled a judgeship before Mr. Lount till he got sick of it—or who would be placated by places for hungry relatives.

Dr. Landerkin: There's a hunger in the land now.

Mr. Bennett: But, by the hon. gentleman's experience, there may be a drought. [Laughter.] But I must call the hon. gentleman is more courteous than Ministers who will not make me a reply.

Dr. Landerkin: Oh, but you're no judge. [Laughter.]

"Well," replied Mr. Bennett, "I must apologize to the hon. member for having taken for the substantial article what is only veneer," and this time the laugh was on the genial doctor.

Sir Louis Davies here arose and said that 20,000 copies would be distributed, and there would be more than one for each member.

Sir Charles Tupper: And when will they be distributed?

Sir Louis Davies: As soon as they are ready.

Sir Charles: Well, they are ready now.

Mr. Bennett concluded his speech by assuring the House of his intention to oppose the McKenzie-Mann deal in its present form, even at the risk of lengthening the session by months.

Mr. Craig's Castigation.

Mr. Craig followed. He severely castigated the Government for their broken promises, citing a number of incidents in proof of his position. He took up the question of the tariff and strongly condemned the Government for abolishing the duty on binder twine, which had had the effect of destroying the industry in Canada. He considered it most unjust that American binder twine could enter Canada free of customs duty, while binder twine made in Canada would have to pay a heavy duty on entering the States. Mr. Craig passed on to discuss the Yukon deal, which he thought was most unjust. The monopoly clause would give the company a great profit.

"Would the hon. member like to invest a few thousand dollars in the company's stock?" asked Sir Louis Davies.

Someone on the Opposition side, amid laughter, replied: "Yes, if we could get in on the ground floor."

After listening to Mr. Blair's speech in introducing the bill, he was satisfied the measure was one which should not meet with the approval of Parliament.

Sir Wilfrid in England.

Dr. Sproule devoted some time to pointing out Sir Wilfrid's shortcomings in England. He had hung a millstone round the policy of preferential trade and had accepted the Cobden medal, for which he ought to be ashamed of himself. The monopoly given to McKenzie and Mann, Dr. Sproule said, was a most dangerous one. The subsidy given was entirely too great if Mr. Ogilvie was to be believed. The secret manner in which the bargain was struck cast suspicion on the whole thing, and no amount of explanation from the Government could free the public mind from the impressions thus created. Reverting to the monopoly question again, he pointed out that for years the Liberals had condemned the monopoly which the C. P. R. possessed in Manitoba and the Northwest, and now these gentlemen turned around, swallowed themselves, and gave to McKenzie and Mann the worst monopoly ever known. Not only had the contractors a monopoly in transportation, but they would get a monopoly in mining. The manner in which the contractors could select the lands would simply force the poor miners out of the country. He failed to see, either in the contract or in the mining laws of the country, anything by which the interests of the miners would be protected. The royalty was entirely too large as against the poor man, and too small as against these wealthy contractors.

Dr. Sproule, continuing his speech, after recess, saw in this railway deal, and the time it was brought about, some aid for the Grit party in the Ontario elections. [Opposition cheers.] Proof of this he found in the interest which The Globe and Messrs. Cox and Jaffray are manifesting in the carrying out of the deal. In conclusion, he expressed the opinion that the bargain was one which should not meet with the approval of Parliament.

Dr. Sproule spoke in excellent form and was repeatedly cheered.

Mr. Wilson (Conservative, Lennox) delivered a brief but capital address. Where was the free iron and the free coal which they had promised; where the reduced duties on flour and pork? Instead of wiping away protection, about the only thing they had done was to reduce the duty on coal oil and make binder twine free, and now the country saw the extraordinary spectacle of a leading Liberal, in the person of Senator Cox, hurrying to the Government and asking that the duty on binder twine be re-imposed, as he had bought stock in a twine factory at par and would be glad to sell it at 15 cents on the dollar unless the duty were re-imposed. He (Wilson) twitted the Government on their efforts to help their Ontario friends, citing in this connection, Mr. Blair's telegram to Kingston about the building of locomotives for the I. C. R. In reference to the Yukon railway deal, which he opposed, he pointed out that there was no limitation in the matter of rates, and at the outset the contractors could charge whatever they pleased.

Mr. Pope Made Them Laugh.

Mr. Pope (Compton), in a slashing speech, kept the Conservative benches continually cheering and laughing, as he poured hot shot into the Government ranks. He reminded his fellow-members of the Conservative benches that they should speak more respectfully of Mr. Tarte, because, according to his own statement, he was in the Cabinet as the representative of Conservatives. [Laughter]. While Mr. Tarte was, perhaps, not a gentleman whom the Conservatives themselves would have chosen, yet they recognized his great influence in the Cabinet as the representative for it. [Laughter]. What a tremendous Government it would have been had Sir Wilfrid chosen all his colleagues from the influence in the Cabinet, and were grateful. Referring to the Yukon contract, he saw in that document the masterly hand of the Minister of Agriculture, as he had secured the reservation to the Government of the "arable lands." [Much laughter]. The road was by courtesy styled a railway, but after all it was only a steam tramway. [Hear, hear]. At a minimum tax per man of fifty dollars, the amount which the contractors would receive this year would be enormous.

If the Government would let this contract go, and, according to the admission of Mr. Mills in the Senate, that would be yet possible, he (Mr. Pope) would guarantee within three days that the Government should receive a proposition to build this railway for a good deal less than Mann and McKenzie were getting. In his opinion the country had good reasons to be suspicious of this deal. [Cheers.]

Rogers Defended the Patrons.

Mr. Rogers (Patron, Frontenac) entered into a defence of the Patron policy, and repelled the attacks made upon his party. He held that they were not hide-bound followers of the Government, but were true to their platform, responsible only to their constituents.

MR. E. F. CLARKE

Asked Some Questions Regarding an Offer from the Rothschilds to Build a Railroad.

Mr. Clarke (West Toronto) referred to the success of the last loan and contrasted the action of the Conservatives upon it with that of leading Liberals years ago, who, when the Conservatives were floating a loan in England, sought by every means in their power to depreciate Canada's credit. [Hear, hear.] With regard to the Yukon contract, it was one of the most extraordinary documents ever submitted to a legislative body. For his part, he would prefer to know what the cost of the road was to be. He believed, according to the terms given to the contractors, these gentlemen and their associates would be able to make fortunes little short of colossal. Therefore, he said that, in the public interest, in the interests of the development of that country; in the interests of those who go into prospecting and mining in that country, it would have been much more practicable and much more reasonable, in his judgment, if the House were asked to vote a specific sum of money, which would be all the contractors would receive for the performance of the work they have undertaken. As he read this contract, the contractors have been given a monopoly of the transportation by that route for five years to come. That being the case, might they not fairly estimate that the profits upon the traffic of bringing in men, supplies and provisions will be something enormous?

Rothschilds Made a Better Offer.

It had been said, Mr. Clarke remarked, that it might be damaging to the credit of Canada if the Government had asked for tenders for the construction of this railway and had not been successful in having more than one contractor to make a bid. It is stated in the public press to-day that more than two months ago gentlemen who represented themselves as agents of the Messrs. Rothschilds in London made an offer to this Government to construct a road from Pyramid Harbor, on the Lynn Canal, via the Dalton Trail, for 5000 acres per mile and no monopoly. "That statement is published to-day, and I ask if there is any truth in the statement; if reputable and responsible gentlemen, who represented the great firm of Rothschild & Co., offered to construct the road by the Chilcoot route for a subsidy of 5000 acres per mile without any monopoly clause in their contract. I draw attention to that fact because it disputes the argument which has been advanced by Mr. Bertram that the course of the Government was a wise and judicious one in making this secret arrangement with Messrs. Mann and McKenzie and not giving the other great contractors of this country an opportunity to tender for the work. The gentlemen who have got this contract are well known, reputable citizens and first-class contractors. I do not think any fault has been found with them on this side of the House. I believe they are thoroughly competent to do the work, and will do it according to the specifications, but I say that they have no right above all other men engaged in contracting in Canada to be given this monopoly, and I hold that the Government, if they had done their whole duty, would have given not only Mann and McKenzie, but all other contractors in Canada, an opportunity of stating on what terms they would do the work." He understood the offer on behalf of the Rothschilds was made by Messrs. Smith and Bratnober.

Sir Louis Davies: I never heard of them.

Mr. Clarke: Then we may contradict the statement that such an offer was made by these gentlemen. Will the Minister say that no other offer was made for the construction of a road into that territory?

Other Offers Were Made.

Sir Louis Davies: No, I would not say anything of the kind, because it has been already explained time after time that the Government was determined that the road that should be built should be a Canadian road; that its terminals should be on Canadian soil, and we did not think that it was in the interest of the Government to consider the construction of a road with one of its termini on American soil.

Mr. Clarke: That may have been in the interest of the Government, but I maintain that it would have been in the interest of the people of this country. (Several Liberal members: No.)

Mr. Clarke, continuing: If the Government had placed before the public and the contractors of Canada those of sufficient substance to undertake the work, the opportunity to tender for it, so as to place all upon an equal footing—

Sir Louis Davies: The hon. gentleman will permit me to say, as I did not catch the name he mentioned, that the man who does represent the Rothschilds in this country had the question put to him whether he would make a tender to the Government, and after considering the whole subject and examining all the information the Government could place before him, and cabling to his principals at home, he wrote to the Government that after the fullest consideration he declined to touch it at all. [Ministerial cheers].

Mr. Clarke: Then am I to understand that so far as the information has been vouchsafed to us, and of course I accept the information as being absolutely correct, that there was one firm of contractors at least in the Old Country who, were looking for work of this kind, and who were prepared to undertake it? That fact itself, I think, should have been sufficient to warrant hon. gentlemen opposite in asking more than one Canadian firm of contractors as to the terms on which they would construct this work. Now in view of the statement made by the hon. Minister of Marine and Fisheries—and I understood him to say at an earlier stage that he had a great deal to do with the drafting of this contract—I think it would be only fair to this House and the country that the cablegram which he says he sent to the Rothschilds and the intimation which the Government received from them that they would not undertake this work should be laid before us, so that we should understand exactly the terms of the proposition to them. I am sure, Mr. Speaker, that we cannot congratulate the Government on the wisdom of their action in entering into this contract.

Paying an Enormous Price.

Mr. Clarke went on to say it was the merest twaddle to assert that the people of Canada are paying nothing for the construction of this road, when they are giving this enormous quantity of mineral land to the contractors and tying it up in their hands for all time to come. He stood subject to correction, but he believed that this grant of 3,750,000 acres is equal to a strip of territory 15 miles wide, extending from the city of Toronto to the city of Montreal.

The contractors having the right of selection anywhere and everywhere throughout this great territory, and to the extent that he had mentioned, is it not reasonable to suppose that they will secure the richest and most valuable portions of that territory which their surveyors and inspectors can lay their hands on?

Mr. Clarke held the Government would have been justified in borrowing the money necessary to construct a railway to the Yukon in the most approved and substantial plan in order to give the business men of Canada and others who proposed to go in there the advantage of the cheapest and best route. [Loud cheers.]

The Time Limit was the Obstacle.

Mr. Ingram sought to elicit further information from the Government regarding the offer of the Rothschilds.

Sir Louis Davies said the agent of that syndicate, after considering the matter, wrote declining to have anything to do with building a railway under the condition that it was to be constructed by the 1st of September.

Mr. Ingram said it was evident a great injustice had been done to Canadian contractors by not giving them a chance to tender for the work. [Hear, hear.]

MR. E. B. OSLER

Will Never Again Doubt the Story of Jonah and the Whale if This Contract is Swallowed.

Mr. Osler at the outset alluded to Mr. Bertram as a recent convert to protection, and said the Government might plus tax well admit that it had repudiated the views expressed in Opposition. With Mr. Bertram in the House there would be no fear that the tariff would be changed to the detriment of the manufacturers' interests. [Hear, hear, and laughter.]

As to the proposed Yukon deal, he objected absolutely and utterly to the terms of the contract. "We have placed ourselves," said Mr. Osler, "in a humiliating position, in a position which might be taken by a South African Republic. We have placed ourselves lower than China. That country has sought for a loan, and the powers of Europe have asked China to give special powers in that country for a certain length of time, but, shaken as she is, China has apparently refused the offer with scorn. If you are going into any enterprise, the cheapest way to accomplish that enterprise is by paying cash for it. The man who has not the cash to pay at the pays dearest. I make the statement here, and I defy contradiction, that if I went to London to-day with the contract which has been offered to these gentlemen of the pick of 3,750,000 acres of the best lands in the Yukon region—I could sell that land to-morrow for more money than the 25,000,000 acres of land granted to the C.P.R. would ever have been sold for. I do not believe that any member of the Government realizes what has been done under this contract. You have made a slave of every prospector who goes into the country for the next five years. Every man who goes in there with an outfit on his back will find one of McKenzie and Mann's agents looking after him, and if he makes a find they will stake it out, and will get all the claim except what the prospector may have registered. Of course he can register his own claim, but who will be likely to get to the office first, the contractor with his complete outfit, or the prospector who is obliged to trudge on foot to the place of registry?"

Proceeding, Mr. Osler said the contractors were going to build what has been described as a tramway with 25 or 30 pound rails. These rails were laid on the Galt road from Lechbridge to Dunmore, to carry coal, practically only to supply the C.P.R. and to carry also a few cattle. And these rails were taken up because they were too light to do the business. The smallest snowfall or the smallest difficulty of any kind was enough to block the road. And so the road had to be re-organized and a million dollars more borrowed to lay down heavier rails. Such were the rails that the Government are allowing the contractors to put down on this track for a distance of 150 miles.

Sir Louis Davies: The hon. gentleman has no authority for that statement whatever.

Mr. Osler: Is it provided that they may put down light rails?

Sir Louis Davies: The hon. gentleman will see himself, if he looks on the face of the contract, that they are to be up to the standard of the Kaslo and Slocan roads.

Mr. Osler: What is the weight of the rails?

Sir Louis Davies: The contract does not specify what the weight of the rails should be, but with the rails on the Kaslo and Slocan the standard is 45 pounds.

Mr. Osler: Very well, let it be 45 pounds; it does not make much difference. Still it shows that the Government has entered into this contract apparently without considering these matters at all.

Should be a Government Road.

I am prepared to condemn the contract as I see it now, and it will require a great many engineers' reports to make me change my mind. Still, I would be the first man to rise and say that I had been mistaken if you can show me that this is a necessary thing to do. It has been stated outside that there are private reasons that the Government cannot divulge, why this should be built at once, and why a secret contract should have been given. Now, if these reasons exist still, I say the Government had no right to entrust the building of that road to any private contractors; the Government should have built that road themselves, although it was a terrible risk to run—[Opposition laughter]—under their own supervision. I acknowledge that it would be better, even to risk the building of it under the direction of the Minister of Public Works and of the Minister of Railways—[Opposition laughter]—at the cost of the country, rather than to have it built under this contract. I can see no reason for sanctioning this contract, and unless better reasons are given than we have yet heard, I cannot understand how members on the Government side can swallow the contract. But if they do so, I for one will hereafter never refuse to believe the story either that Jonah swallowed the whale or that the whale swallowed Jonah. [Loud Opposition cheers].

The debate was continued by Messrs. Taylor and Dupont. Mr. McNeill moved the adjournment of the debate, and the House adjourned at midnight.

CAMPAIGN NOTES.

The Globe, says "Demnos," in speaking of the Ontario Cabinet remarks, "On the one hand is their commanding ability." Yes! but compare:

This Hand:

Hon. O. Mowat.
Hon. C. Fraser.
Hon. T. Pardee.
Hon. A. S. Hardy.
Hon. G. W. Ross.

Three Aces and a Pair of Deuces.

With This:

Hon. A. S. Hardy.
Hon. G. W. Ross.
Hon. J. M. Gibson.
Hon. E. J. Davis.
Hon. J. Dryden.

Looks Like a Bobtail Flush.

Let a man discard the three aces from the first hand and see what kind of a bluff can be made with the pair of deuces.

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If all the counties do as well as Grey, Whitney will be Premier! So hooray!

So writes our Markdale correspondent, who is confident that all the Greys will go straight Conservative.

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There is, from all accounts, going to be a big turn over in West Peterboro. The Conservatives fully expect to win.

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Notwithstanding the resolution of the Ontario Legislature forbidding civil servants to participate in elections, it is understood that in East Algoma the officials of the Ontario Government are out en masse helping Mr. Farwell. Division Court clerks, jailer, sessional clerks, licensee inspectors, etc., are alleged to be helping the Liberal candidate on the stump and otherwise.

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Writing to The Peterboro Review An Old Time Liberal observes: Ontario was made a province of this Dominion in 1867, and for 30 years there has not been an independent audit of the public accounts. If there was no other reason this one is sufficient to justify the assertion that "it is time for a change."

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E. A. Macdonald, who will oppose Pyne and Caldwell in East Toronto, will begin his campaign meetings next week.

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In West York W. J. Hill, the Liberal, will speak at Maple to-night, at Edgely on Monday afternoon and at Kleinburg on Monday night.

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Many Methodists object to Rev. Dr. Dewart being a candidate in North Toronto. They say that he draws an income from the superannuation fund on the supposition that he is incapacitated for work.

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Following is a list of the committee rooms opened by the Conservatives to date:

Central headquarters, 12 King-street east.
North Toronto—516 Yonge-street, 607 Yonge-street, 533 Parliament-street, 318 College-street.
South Toronto—392 Queen-street west, 446 Queen-street west, 288 Yonge-street, 365 Spadina-avenue.
East Toronto—750 Queen-street east.
West Toronto—1096 Queen-street west.

All Conservatives who are willing to work should report at once to 12 King-street east. The other committee rooms are open for general information to electors.

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Mr. George Elliott, who is fighting Premier Hardy in South Brant, is in town. He says that out of the 1300 voters who registered in Brantford, 1000 were Conservatives.

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Hon. John Dryden was the only Minister in town yesterday and he was here for only a few minutes. In the afternoon he left for Detroit to attend the Strophone Association meeting there, or perhaps to meet some more Michigan lumbermen. This is about the time that the United Statesers ought to begin to help the campaign fund along. On his return on Saturday the Minister will go straight to Brooklin in South Ontario, there to address a meeting. On the 23rd inst. he will speak at Newtonville, and Orono in West Durham.

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Lud. K. Cameron, the Queen's printer, claims that at this election the cost of supplying the returning officers with stationery will be less by two-thirds than the cost in any former contest. Heretofore the returning officers were allowed to purchase their own stationery and sometimes became extravagant. This year, however, the material is all being supplied by the Queen's printer himself.

Liquor and Drug Habits.

We guarantee to every victim of the liquor and drug habit, no matter how bad the case, that when my new vegetable medicine is taken as directed all desire for liquor will be removed in from one to three days, and a permanent cure effected in three weeks—the drug habit being cured almost as rapidly. Our medicine can be taken privately and without interfering with business duties. Immediate results, normal appetite, sleep and clear brain, with health improved in every way. Indisputable testimony sent sealed. Apply The Dixon Cure Co., No. 40 Park-avenue, Montreal. 55

Steamship Movements.

Feb. 10.	At.	From.
Saale	New York	Bremen
Germanic	Queenstown	New York
Wells City	Brow Head	New York
Carthaginian	Liverpool	Portland
Darial	Shields	Philadelphia
Ethiopia	Glasgow	New York
Pomeranian	Glasgow	New York
Manitoba	London	New York
Empress China	Vancouver	Hong Kong
Gallia	Halifax	Liverpool

Finest English Woolens.

Some splendid English trouser lengths at special discounts these days, making way for early spring purchases. Henry A. Taylor, draper, the Rossin Block.

TRAINERS OF THE NURSES

Third Day's Proceedings of the Society of Superintendents.

Many Additions to the Membership—Papers Read and Discussed of Practical Import—Delightful Entertainment at the Hunt Club—Happy Reception—Names of Visitors.

The third session of the Convention of Superintendents of Trained Nurses began at 10 o'clock yesterday morning, when a great deal of business in connection with the society was done; amendments to the constitution as embodied in the report on eligibility, which was voted on this year; articles 3 and 4, together with article 2 of the bylaws, being those amended.

Mrs. Hunter Robb moved, seconded by Miss Richards of Philadelphia, that a manual of Parliamentary law be adopted by the society to instruct the members in parliamentary procedure. This was carried, and a committee composed of Mrs. Hunter Robb, Miss Palmer and Miss Lucy Drown was appointed to decide upon a manual.

Miss Snively then announced that the society would meet in February, the second week, in 1899, in Chicago, Ill.

Elected to Office.

The results of the election were as follows: President, Miss McIsaac, Illinois Training School; vice-president, Miss Snively, Toronto General Hospital; secretary, Miss Dock, Harrisburg, Pa.; treasurer, Miss Drown, Boston City Hospital; new councillors, Miss Nutting, Johns Hopkins, Baltimore, Md. and Mrs. Hunter Robb; auditor, Miss Allerton, Rochester.

A very pretty mid-day affair was the official luncheon, which was served in McConkey's best style and which provoked much admiration among the delegates. The central table was in shades of green and white, while the surrounding smaller tables were in various tones of pink.

Dined at the Hunt Club.

The evening was devoted to sociability of a very delightful nature. At the invitation of Mr. John Ross Robertson the delegates, with a number of the city doctors and superintendents of sister hospitals, dined at the Hunt Club. Mr. Robertson provided a private car, which left the Rossin House at 5.15; this was met near the club by the hospitable hosts, who took visitors within the pretty homelike rooms of the club. Shaded lamps, heaps of flowers and a great log fire blazing in the hearth met with hearty appreciation and admiration from the guests weary of long sessions and learned discussions.

Miss Robertson, who had entertained them so capitally, "He's a jolly good fellow," was in a handsome gown of black brocade with becoming yellow blouse. After dinner there was plenty of gay talk, and music was furnished by Oppenheim's orchestra, so that they grew merrily and brightly. The party broke up after singing heartily in honor of Mr. John Robertson, who had entertained them so capitally, "He's a jolly good fellow."

Some of those present were: Miss Nutting, Miss Snively, Mrs. Col. Hamilton, Miss Holland (Winnipeg), Miss Allins, Miss Twitchell, Miss McIsaacs, Miss Bamfield, Miss Vanderwater, Miss Drown, Miss Hodge, Miss Stowe, Miss Sheppard, Miss Richards, and Doctors Peters, O'Reilly, Powell, Starr, McCallum, Fotheringham, Allen, Bains, Scadding, Milner, Mr. Alex. Robertson, Mr. Curry, Miss Holland and Mrs. Hunter Robb.

The final meeting of the society will be held in the committee room of the Rossin House at 10 o'clock this morning.

KEEP THE CATTLE MARKET

Trades Council Object to Surrender of Any City Franchises.

Condemn the System of Bonusing and Approve of the Victoria-Square Project—They Also Wish to Have Representation on the Board of Trade.

The Trades and Labor Council at its regular meeting in Richmond Hall last night unanimously declared that the city should not part with the cattle market franchise. About 40 delegates were present and President A. W. Holmes occupied the chair.

Wish to Be On the Board of Trade.

The Legislative Committee submitted a long report. It offered much advice to the Board of Trade, including a suggestion that representatives from the Trades and Labor Council be appointed members of the Board of Trade. Many statistics relating to labor unions and their disbursements to members were given. The report was adopted and also a resolution instructing the committee to put itself in communication with the Board of Trade with a view to facilitating the carrying out of President Rogers' suggestion, in his inaugural address, regarding the settlement of the arable lands in Northern Ontario.

Delegate W. A. Wilcox drew the attention of the Council to the fact that numerous Government employes in the custom house and postoffice secured profitable employment at the race course and Exhibition during their holidays, while still drawing their salaries from the Government.

Against Bonuses.

The Municipal Committee's report discussed the Cattle Market question, but ventured no recommendation. It expressed the opinion that the city should do its own lighting and pronounced the municipal bonussing of industries an unmitigated evil. The report also expressed pleasure at the prospect of the Victoria-square project being realized. Figures, showing the work of the Labor Bureau, were given.

Mr. D. J. O'Donoghue, in discussing the report, said he favored the city's keeping control of the Cattle Market. He urged the committee to continue to give its attention to the Labor Bureau. Superintendent Fitzgerald, he thought, had done a good work, and the less the aldermen had to do with it the better.

Retain the Franchises.

Mr. A. G. Horwood thought the city should retain absolute control of the Cattle Market and manage it itself. He moved that the report be referred back to be amended accordingly.

Mr. Robert Emmett seconded the motion.

Mr. R. Glocking agreed with the sentiment of the motion, but thought the committee could be entrusted with the views of the Council, and suggested that the motion be withdrawn.

W. V. Todd was strongly in favor of the Council re-affirming its position in favor of municipal control of franchises.

The non-committal paragraph of the report was struck out, and the motion was withdrawn and the report was adopted.

The bonussing of industries was discussed and by everyone condemned. Delegate J. H. Oblatt stated that since the American Rattan Company had removed to Walkerton the employes' wages had been reduced.

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