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LION IN USE

In stock for immediate

facturers—

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TORONTO

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ARCHBALD,

East, Toronto.

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LATELY A BRICK-

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charge of brick work

from \$100 to \$200.

W. C. E. A. Lloyd,

Toronto.

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desired, wanted, if

it is possible to be

to Bristol & Cav-

103 Bay-street, W.

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by debts contracted

(signed) W. H.

ENT.

TWO COTTAGES

at Arthur Bay,

for James Ferguson.

WANTED.

S. S. SHINGLE MA-

terials. H. W. Jones,

Toronto.

RE BY THE DAY.

rooms at lowest

rates at 211

Munson, 211

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THE RAILWAY TRAINMEN.

Opening of the Convention in

Toronto.

MANY DELEGATES PRESENT.

Organization in a Splendid State of

Prosperity.

With a Balance on Hand of \$600,000.

What the Brotherhood Will do in

the Shape of Legislation—Gathering in

Masses Here in the Evening When

Words of Welcome Were Tended by

Ald. Scott, as a Result of the Mayor and

Mr. W. F. Maclean—Speeches by Grand

Master Morrissey, Mr. Sargent and

Other Members.

Toronto is honored this week by the

presence in her midst of one of the most

powerful labor organizations on the Ameri-

can continent, namely, the Brotherhood of

Railroad Trainmen.

The convention opened in Association

Hall yesterday morning, and will continue

throughout this week, and probably will

close next week. All the principal hotels

are filled with delegates, while on the busy

streets, wherever the eye may

come to wander, it inevitably strikes a

badge bearing in large characters the name

and number of the lodge which the visit-

ing champion of labor's interests repre-

sents.

Grand Master P. H. Morrissey called

the convention together punctually at 9 a.m.

and after a few well-chosen words of wel-

come called upon Grand Secretary and

Treasurer W. A. Sheehan to read his report.

According to the statistics in this state-

ment, the membership rolls of the trainmen

branch contain 24,000 names, or a most re-

markable increase of 5000 since the last

convention was held two years ago.

These members belong to 523 different

lodges, some 47 of the latter being in Can-

ada. There have also been 42 new lodges

organized in the past two years. During

the present convention the officers having

been called upon to decide some 112 con-

troversial and disciplinary cases, aggre-

gating in value upwards of \$100,000.

In this connection, it might be well to

state that there has been a most satis-

factory result in the settlement of all

cases, and that there is a satisfactory bal-

ance on hand of \$600,000.

The report of Grand Master Morrissey

and Vice Grand Master W. A. Sheehan

and Val Pittsford gave encouraging

indications that the lodges are generally

in excellent condition, the officers having

made all visitations and settled a large

number of grievances.

Legislative Measures.

The Brotherhood is at present interested

in a number of legislative measures now

before the United States Congress. The

most important of these is the Contem-

ptment of Congress Act, which would

enable the courts to take action against

any person who obstructs the business

of the government. Another measure

which will be considered is the

Federal Judges on Railways, which

provides for the settlement of

disputes between the carriers

and the employees by arbitration.

The Commission bill authorizes the ap-

pointment of a commission to investi-

gate into the conditions of the

United States, to be composed of equal

numbers of members from the govern-

ment, capital and agricultural interests,

and to report to Congress recommending

measures which will in part alleviate ex-

isting conditions.

The report of the Committee on the

Constitution was read, and will be consid-

ered later in the session.

The list of delegates includes the Grand

Executive Board, composed of Mr. C. N. Ter-

rell, chairman; Mr. C. N. Terrell, sec-

retary; Mr. C. N. Terrell, treasurer; Mr.

C. N. Terrell, grand secretary; Mr. C. N.

Terrell, grand treasurer; Mr. C. N. Ter-

rell, grand secretary; Mr. C. N. Terrell,

grand treasurer; Mr. C. N. Terrell, grand

secretary; Mr. C. N. Terrell, grand treas-

urer; Mr. C. N. Terrell, grand secretary;

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Terrell, grand treasurer; Mr. C. N. Ter-

rell, grand secretary; Mr. C. N. Terrell,

the city hospitality had been expressed

in a more substantial manner than

by mere words; when they left it to return

to their homes and to their various ac-

tivities, they would remember the meeting

in Toronto as one of the brightest land-

marks in the history of the Brotherhood of

Railroad Trainmen. (Loud applause.)

The present convention showed, among

other things, the fraternal feeling exist-

ing between the laboring men. This feeling

existed from the Orient to the Occident,

and whether a man was a British subject,

an American citizen, or a Frenchman, he

was welcomed as a brother. (Loud applau-

se.) The delegates and the members of the

Brotherhood of Railroad Trainmen were

welcomed as a brother. (Loud applau-

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Tennis . . .

We are quoting low prices on Wright & Ditson's excellent racquets, balls and other supplies. Tennis Guides, 15c.

Cricket . . .

Our assortment is the most complete in Canada, embracing the best products of such well-known makers as Wesden, Bryan, Page, Warsop, Shaw and Shrewsbury.

Lacrosse . . .

All the leading clubs are using our special sticks at \$1.50 each. Cheaper lines at 50c, 75c and \$1.00.

Send for Catalogue.

The Griffiths Corporation Ltd.
235 and 235 1/2 Yonge St.,
TORONTO.

ON THE RUNNING TRACKS.

Vice-Royal Among the Also Rans at Newport.

Vice-Royal Off the Tart-Arrest.

Champion, May 17.—Vice-Royal Cook was

claimed out of a selling race at Newport

today by her owner, H. M. Jones. He re-

fused to give her up to Turner & Co.,

who put in a claim. After investigation,

the judges ruled Jones and the filly out

of the turf. The track was fast. Atten-

dances large. Summaries:

First race, 6 1/2 furlongs—Anne

(James), 10 to 1, 1. Time 1:21 1/2.

Second race, 6 1/2 furlongs—Margaret

Barnes, 10 to 1, 1. Time 1:21 1/2.

Third race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Fourth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Fifth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Sixth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Seventh race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Eighth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Ninth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Tenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Eleventh race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twelfth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Thirteenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Fourteenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Fifteenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Sixteenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Seventeenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Eighteenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Nineteenth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twentieth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-first race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-second race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-third race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-fourth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-fifth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-sixth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-seventh race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-eighth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Twenty-ninth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Thirtieth race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

Thirty-first race, 6 1/2 furlongs—John Sullivan

(Bencham), 10 to 1, 1. Time 1:21 1/2.

STARS WON IN 12 INNINGS.

Toronto Beaten After a Long

Game at Syracuse.

THE SCORE WAS 6 TO 5.

Manager Irwin Returns and Talks

Confidently of His Team.

Coughlin's Men Lose Their Restraint

Game at London—Rochester Wins the

Opening Contest at Buffalo by 6 to 4—

The Stars Play Varsity by 6 to 4.

Syracuse N.Y., May 17.—The Stars won

from Toronto here today in a loosely-

played game of 12 innings. Gallagher and

Shearson were sent to the bench by Manager

Buckner and Lech and Grove took

their places. Grove's two-base hit in the

last inning, after Lech's single, won the

game. Score:

Syracuse..... A. B. R. H. O. A. E.

Grove, 1..... 6 0 0 1 2 0 0

Lech, 1..... 5 0 0 1 2 0 0

Gallagher, 1..... 4 0 0 1 2 0 0

Shearson, 1..... 3 0 0 1 2 0 0

Buckner, 1..... 2 0 0 1 2 0 0

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Gallagher, 1..... 0 0 0 1 2 0 0

T. EATON CO. LIMITED
190 Yonge St. Canada's Greatest Store. Toronto.
190 YONGE STREET, May 18, 1897.

A Clothing Store

If you should enter this store from the Queen-Street entrance, you would think it was an exclusive clothing store. If you would take the trouble to examine the stock, you would be convinced that we are clothiers in the truest sense of the word—not dealers in the cheap and trashy goods so constantly being offered to shoppers. We pride ourselves on having the largest stock to be found anywhere in Canada. Not only the largest stock, but the greatest assortment, the best qualities and the lowest prices. We are absolute leaders in the clothing business, and, with values such these, we can easily retain that leadership:



Men's Suits, single and double breasted sacques, all wool navy blue and black serges, brown corduroy and grey Canadian tweeds, best Italian cloth linings, good trimmings, sizes 36, 37, 39, 40, 42 and 44. Regular selling price \$7.50 and \$10.00. Wednesday... **5.95**



Youths' Suits, long pants, navy blue serge and grey Canadian tweed, heavy twilled Italian cloth linings and good trimmings, sizes 32 and 33 inch chest measure only. Regular selling price \$4.50 and \$4.75 a suit. On sale Wednesday... **2.95**



Youths' 3-piece Suits, short pants, fine imported black Venetian, grey and brown clay worsteds and serges, single silk stitched edges, fine satin linings and trimmings to match, sizes 28 to 31 inch chest measure. Regular selling price \$6.50, \$7.00, \$7.50 a suit. On sale Wednesday... **5.00**



Boys' 2-piece Suits, short pants, all wool Canadian and English tweeds, coats with natty pleated front and back, and lined with heavy twilled Italian, pants lined throughout, perfect fit and cut, in grey, brown and fawn mixtures, sizes 22, 23, 24 and 25. Regular price \$2.75, \$3.00, \$3.25. Wednesday... **1.47**



Men's Bicycle Suits, brown and grey check, all wool Canadian tweeds, three outside pockets on coat with outside pump pocket, with long or double seated short pants, straps on for belt, silk lined cap to match, sizes 32 to 42. **4.50**



Men's Bicycle Suits, fine imported navy blue worsteds serges, silk lined cap to match, coats neatly made, short pants with strap and buckle at knee, or ordinary long pants, all sizes... **6.00**



Waterproof Coats. Men's Waterproof Coats, the latest London style, paddock shape, single breasted fly front, without cape, silk velvet collar, dark Oxford grey and fawn covert cloth, shoulders lined with silk, with worsted body linings, sizes 34 to 46... **15.00**



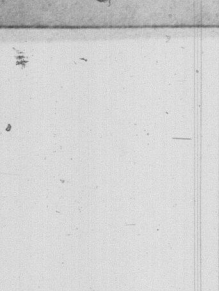
Men's Furnishings. Men's Fine Merino Underwear, Shirts and Drawers, overlooked seams, pearl buttons, in natural Bismarck, pink and fancy stripe, each... **35c**



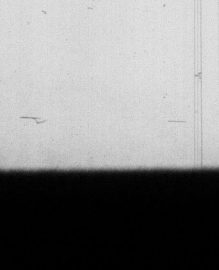
Men's Pure Wool Sweaters, with turned down collar and laced front, in navy with white collar, white with cardinal, black with cardinal and tan with tan collar, also 8 inch roll collar in cardinal, tan, black, white, navy and heather, all sizes, small, medium and large... **75c**



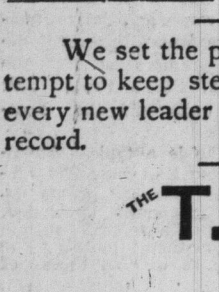
Boys' and Youths' All-Wool Sweaters, with 8 inch roll collar, in cardinal, navy and white, sizes from 5 to 14 years... **50c**



Men's Fine Colored Cambric Shirts, in blue, pink and green, hair line stripes and neat checks, collar and cuffs attached, also blue and pink hair line stripes with separate collar, sizes 14 to 17... **50c**



Hats and Caps. Men's Fur Felt Stiff Hats in the most fashionable English and American blocks for summer wear, lined and unlined, calf leather sweat band, in black, mocha, hazel and California brown, balance of odd lines in sizes 7 1/2, 7 3/4, 7 7/8, 7 9/8, regular price \$1.50, \$2 and \$2.50. Wednesday... **75c**



Children's Tam O' Shanter, in navy cloth, brown and navy velvet and cream, cardinal and blue corduroy, with soft tops, plain and fancy fronts, extra good linings, all sizes, regular price 35c and 50c. Wednesday... **25c**



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No. 35 YONGE STREET, Toronto.
Branch Office, 10 King Street East (next Postoffice), Hamilton. Telephone 904. H. E. Meyers, Agent.
TELEPHONES:
Business Office—1724.
Editorial Room—3124.
SUBSCRIPTIONS:
Daily (without Sunday) by the year... \$3.00
Daily (without Sunday) by the month... .25
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ELECTRIC RAILROADING.
The use of a third rail to convey electric current for railway motors has so far proved a decided success. A week ago an official test was given of the "electrified" track of the New England Railroad from Hartford to New Britain, a distance of 9 1/4 miles. The same company has already had in operation for over a year an electric service over its Nantasket Beach branch. This service was on the trolley principle and it has established the fact that the trolley system is well adapted to many short suburban lines now operated by steam. The third rail is a decided advance on the trolley system. This conductor, which lies between the other two rails, weighs 18 pounds to the yard and is rolled in the form of a flattened "C". The rails are laid in blocks of wood, resting on ties, and each rail is bonded by two copper bonds. At stations the track has been fenced off, so that no injury can be done, except by violation of the strict rules of the company. At the crossings the current is carried by a cable in a wooden trough under the ties. The time consumed in making the run between the two towns was 13 1/2 minutes. The speed attained was more than a mile a minute part of the time, while the average was something less than fifty miles an hour, with the use of 600 volts. The great rate of speed at which they were being run, the jarring was reduced to a minimum, being far less than that occasioned by steam cars. Steam trains were run over the same track before and behind the car, showing that steam and electricity may be used interchangeably as motive power.

The third rail system is much more economical than the trolley. The expense of equipping the latter is too great to permit of its adoption on the city and suburban tracks. President Clark of the New York and New England Railroad thinks the day is not far distant when electricity will supplant steam on the railways. If the third rail system all that is claimed for it is that it will be many conversions to the new system within the next few years. Mr. Clark predicts that before long our old-time locomotives will find their way to the scrap heap.

CONFINE THE BYLAW.
There is said to be a disposition on the part of the anti-Sunday car people to raise legal objections to the validity of the vote that was taken on Saturday. The City Clerk yesterday officially declared that the bylaw had been carried by a majority of 821. Considering the number of votes polled this is not a very large majority. But it is large enough to ensure the Sunday car people and the Railway Company in their victory. The contest was one of the fairest and most honorable that has ever been conducted in Toronto. The fact that no charges of plunging into corrupt practices have been openly made by the anti-Sunday car people is testimony that no capital can be made by opposing legal obstacles to the carrying out of the will of the people. And if the case of the anti-Sunday car people is much more so viewing the matter in a general way. The feeling today is much stronger in favor of Sunday cars than it was on Saturday. The foolish utterances that were made from several pulpits on Sunday are still further weakened. It is apparent from the opinion forwarded by City Solicitor Caswell that the Council has enough in its power to compel the bylaw this week. If the aldermen respect the will of the people, a majority of those who voted against Sunday cars included, they will place no obstacle in the way to prevent the running of the cars next Sunday. In the event of a protest being filed against the election of a member of Parliament the individual elected holds the seat until the case is adjudicated on the case. The Sunday car bylaw having been carried by a majority of 821, it is not possible at once and as remaining operative until the court has decided otherwise.

THE PROPOSED CEMETERY SERVICE.
Now that the Toronto Railway Company has scored a victory on the Sunday car bylaw it cannot set to work too soon to redeem its promise to give the people a direct and one-fare service to the Yonge-street cemetery. The anti-Sunday car people have tried to make out that it is legally impossible for the Toronto Railway Company to enter into an arrangement with the Metropolitan Railway, whereby the cars of the one company can be "transferred" to the tracks of the other. Furthermore, it is claimed that, in virtue of an Act passed last session, it is illegal for the Metropolitan to operate its cars on Sunday. Neither of these objections need in the least interfere with the proposal to institute the improved service to the cemeteries. There is nothing to prevent an amicable working arrangement between the two companies for the transfer of their cars and the use of the Metropolitan running cars over the Metropolitan on Sundays, we think he will be a pretty courageous citizen that will set a law in motion to prevent the people visiting the cities of the dead. Citizens who are so apprehensive on this score, even should the worst come to the worst the Toronto Railway Company can extend its own tracks to the cemeteries with-

out having recourse to the Metropolitan at all. It is possible to extend the Avenue-road cars to Mount Pleasant, or the cemetery can be reached by way of the Rosedale route on the east side of Yonge-street. We may rest assured that the Toronto Railway Company would not have made the promise unless it was able to carry it out. At any rate, the people will look to the railway to provide, within a reasonable time, a continuous service to Mount Pleasant and St. Michael's Cemeteries. Now that the Sunday car question has been settled we would not be surprised to find the Railway Company extending its suburban lines in all directions. The Sunday business between the country and city will be a large and important item for the company. City people will seek for the country for a change, and the residents of the townships will be glad of the opportunity of visiting the city on Sundays to attend the leading churches.

INADEQUATE CABLE NEWS.
It is a good sign to note that the British press is complaining of the inadequacy of the cable news service between Canada and Great Britain. We in Canada receive neither the amount nor the quality of British news that we ought to get, while the British press complains of the shortage of Canadian news. Speaking on the subject in its current issue The National Review says the daily telegraphic news from Canada in the English press is still woefully deficient. It seems to us that the time has arrived for the establishment of a direct and reciprocal cable news service between Canada and the Mother Country. At present everything passes through the hands of New York editors, who, under the circumstances, do remarkably well. Still, they are unable to do justice to the requirements of either the Canadian or British press. The Canada Gazette, which is published in London, affords a fairly good weekly summary of Canadian news, while The Canadian Review, a weekly paper published in Toronto, gives a more detailed account of Canadian news. But neither of these publications is able to give the Canadian press the full and complete news that it requires. The National Review has lately been giving considerable attention to colonial affairs. The May number devotes half a dozen pages to the present current Canadian topics. But what is wanted more than anything else is a direct cable news service between Canada and Great Britain. Such a service would be especially valuable to Canada during this Jubilee year, when so many are engaged in the study of the history of the country and of the colonies generally. The National Review hopes that the all-British cable is completed Englishmen will become experts in Canadian politics, while in this case, as in the case of the colonies, it is interesting as in any of the world.

THE CASE OF ORGANIZED LABOR.
There never was a better organized labor in Toronto of the cause of organized labor than was put forward last night in Massey Hall at the convention of the Brotherhood of Railroad Trainmen of America. There was a very large audience of the hall, but the galleries should have been also filled. There must have been neglect somewhere. The speeches of Mr. Morrissey, the Grand Master of the Order, of Mr. Sargent of the Firemen's Order, and of Mr. Coffin, who is the president of the "Father Coffin" were all masterpieces of their kind. The representatives of the City Council also did remarkably well. There was just one logical error in the speech of Mr. Coffin, he quoted the cost of moving a ton of freight a mile in England as two and a half cents. In the United States it was the five mills with the two cents cut off. This, said Mr. Coffin, was in a large measure due to the splendid work of men who man the American roads. But just before he made this point Mr. Coffin spoke of the thousands of these brave men who are slaughtered or mangled on the American roads every year. In England the percentage of railway men killed in a year is much higher than it is in this country. In other words, they pay much more to carry their freight in England, and they build their railways better and insist on more life-saving appliances than they do in the States. It is one of the misdeeds of the Brotherhood to reduce this fearful sacrifice of life among American trainmen.

Quite a Parliamentarian.
The Minister of Finance of Saturday makes this complimentary reference to Mr. James Haveron, barrister, of their own town, who, in his turn, has returned to Ottawa and interviewed the Government about the plebeian. They presented their views through a certain legal orator named Haveron who acquitted himself well. He is the same whose presentation of the case of the Ontario liquor men to the Government of that province secured for their deposition such economies of moderation and courtesy. He made on this occasion a first-class parliamentary speech, which has been well reported by the press, and which will serve as a model and furnish material for all the speeches against prohibition in and out of Parliament throughout the campaign. That alone was perhaps enough to pay the liquor men for their whole trip, as it would probably have cost them more to view with him, and as we stood, our skirts held carefully up from the dusty floor, I wondered if I might venture to ask her to come into the cellar with me? By no means. She had caught sight of the view from the window in the front, which I saw at a glance was very fine, and this decided her, the house would do. I feared this. Give her a chance to "view the landscape over," and she cares not if "man be vile," or rooms are small or uncomfortable, or drains are out of order. What are these little trivialities and temperamentalities in comparison with a view which can lift your soul beyond them with its beauty? I humored her a bit, and enjoyed the view with her, and as we stood, our skirts held carefully up from the dusty floor, I wondered if I might venture to ask her to come into the cellar with me? By no means. 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THE GREAT SUIT SALE

Beginning To-Morrow (Wednesday), Will Not Be a One-Day Affair, but

A - Clean - Sweep

FROM ONE END OF THE SUIT STOCK TO THE OTHER

It's a Suit Sale the like of which Toronto has certainly never seen before, and which will be more interesting as the sale continues. Our tailors have made up too many suits, and we must take heroic measures to reduce the enormous stock on hand. Before we get through with it every suit in the house will be sold for half or less than half, if it is necessary in order to clear the stock.

Here are suit prices which ought certainly to be an inducement enough to anyone. Whether you need a suit or not for immediate use, it will pay you to buy now. Toronto buyers are such good judges of value that, great as our stock is, it won't be here many days. Here are four suit prices that cover about one-quarter of the stock, and will give you an idea of how the other three-quarters is going to be sold:

Men's Fine Double and Twisted Suits, medium and light shades, as fawn (pin-head checks), grey and black mixed effects, etc., single breasted, 4-button round-cornered sacque coats, heavy twilled serge lining, strongly sewn and stylishly finished, collar on vest, pants new cut, good pockets and trimmings, all sizes, 36 to 44 chest measure, were \$5 to \$6.50; Special Suit event price.

Men's English Tweed Suits, all wool, new patterns, new colorings, single-breasted sacque coats, Italian and serge linings, horn buttons, sewn with silk, cut and finished for this season's trade, complete range of sizes, 36 to 44; worth \$7 to \$8.

Men's Scotch, English and Domestic Tweeds, checks, stripes, plaids and plain patterns, stylish cut, single stitched edges, serge and farmer satin lined, fancy stripe satin sleeve linings, square or round corner sacque coat, pants and vest trimmed and finished to match in every detail; worth \$9 to \$10.

Boys' 3-Piece Suits, smooth finished all-wool tweed, Oxford grey shade, single stitched edge, sacque coats, fine stripe satin lining in sleeves and vest, pants strongly lined and trimmed, were \$4 to \$6, sizes 26 to 32.

2.75

3.50

4.98

1.98

If you cannot call at the Store, send in your mail order, accompanied by the cash. We will guarantee to please you.

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THE ROUNDED CORNER,
Queen and Yonge Sts.
EXPERIENCED CLOTHING SALESMAN WANTED AT ONCE.

A welcome sale for the economical.
A fortunate sale for everybody.

TO HIS LAST RESTING PLACE

Nearly One Hundred of Toronto's Police Force Attend the Funeral of Patrol-Sergeant Peckham.

The remains of the late Patrol-Sergeant George Peckham were laid at rest in Mount Pleasant Cemetery yesterday afternoon, the obsequies being attended by nearly one hundred of deceased's comrades and a large number of his friends and brethren in the societies to which he had belonged.

The funeral took place from the family residence, 22 Mutual-street, where Rev. J. Pitt Lewis of Grace Church conducted the impressive burial ceremony. Rev. Mr. Lewis also read the service at the grave.

The pall-bearers were all comrades of deceased, who had been most intimate with him in life, and were: Sergt. Hales, No. 1 division; Patrol-Sergeant Geddes, No. 1 division; Patrol-Sergeant Martin, No. 2 division; Patrol-Sergeant Brown, No. 2 division; Police Constable Kelly, 2nd division; Ambulance Department, and Police Constable Andrew Allison, Operating Department.

Among the splendid floral tokens of respect was a handsome wreath of white roses and lilies, with the inscription "Comrade" from the men of No. 1 division.

The large detachment of police in attendance was marshalled under Deputy Chief Stuart and Sergt. Seymour. Gracett was present, as also were Inspectors Stark, Stephen, Hall, Johnston, Brackeneire, and Gray. The entire detachment of police was also at the obsequies.

ANOTHER POSTOFFICE THEIF.

He has Disgraced Himself and Put Shame on a Respectable Family.

Detroit, May 17.—Glenn Arthur Trowbridge, clerk at the Ann Arbor post-office, was brought to Detroit this morning by Inspector Larmour, charged with robbing the mails. Trowbridge is 21 years old and belongs to a highly respected University City family. When arrested before Commissioner Graves he waived examination. Bail was fixed at \$1000, and he was remanded to the custody of the marshal, pending the arrival of relations in this city who had been notified. Larmour says mail had been missed at the Ann Arbor post-office for a long time. The mailing clerks were suspected and the office was under surveillance. Last night young Trowbridge made a voluntary confession to Postoffice Inspector Beakes. He said he had been abstracting letters for about a year and a half. His conscience had been troubling him for a long time. As an excuse for his dishonesty he said he took the money for the purpose of paying a debt which he owed his mother in connection with his college expenses, but his elegant attire indicated that he lived beyond his means. Young Trowbridge is a brother of Perry F. Trowbridge, instructor in the university. He has many friends and his guilt is a great surprise.

AN HONEST MAN DISCOVERED.

He Restores Money Lost Through Mistake Made on His Part.

London, May 17.—The commercial world has been startled by a remarkable occurrence, in which Horatio Bottomley, for many years president of the Honorary Union, is the central figure. The business of the Union was the publication of verbatim reports of the proceedings of Parliament. Several years ago the Union combined with a number of large printing establishments, more stock and bonds were issued than

the amalgamated concern could stand, and as a finale there was a crash, in which the stock and bondholders lost hundreds of thousands of dollars.

The indignation of the underestimates was focused in the person of President Bottomley, although the legal investigation that followed developed the fact that he was more of a victim than a wrecker.

In the few years that have elapsed since the crash he has managed to accumulate a large fortune in speculation, and having traced out all of the stockholders of the old concern who were ruined or tantamount thereto by the failure, he has placed in the hands of the trustees two million and a quarter of dollars, to be divided among the stockholders in proportion to their losses.

The action is the more noteworthy from the fact that there existed neither a legal nor a moral obligation on Bottomley's part to meet any of the liabilities of the defunct concern.

IT'S MONEY THEY WANT.

A Man From India Says Not a Single Person Has Died From Starvation—Government Fed Them.

Buffalo, May 17.—A special to The Enquirer from New York says: Mr. George A. Kittredge, who has been a merchant in Bombay, India, since 1892, arrived in Buffalo yesterday.

"When I say that no one has died of starvation," continued Mr. Kittredge, "do not wish to infer that the people of that country don't need all the help that can be extended to them. The Government and private charity are feeding 51,000,000 people—more than the total population of the United States. All the people are receiving enough money, little as it is, to keep them alive, but their condition could be bettered."

"I do not believe that grain could be properly distributed, for it would take a very large organization, formed for the purpose, to do the work in a beneficial way. How much better it would be to send money with which the sufferers could buy food."

"The current reports of death from starvation and the pictures exhibited showing the natives in an emaciated and miserable condition are not only overdrawn, but are outrageously false."

"The people are in great need, however, and help should be given them, but I am sure money and not grain is what is needed."

CANADA'S JUBILEE REGIMENT.

Certain Officers Additional Have Been Invited, But They Will Not Be Compelled to Engage in Executive Duties.

Ottawa, May 17.—(Special).—A special general militia order was issued today in reference to the military contingent to represent Canada at Her Majesty's Diamond Jubilee. It states that, in conformity with the invitation received through His Excellency, the Governor-General, from the Secretary of State for the Colonies, the following, in addition to the command and staff, have been chosen: Major Pellatt, Q. O. R.; Toronto; Capt. Frank A. Fleming, the 1st Toronto-Guards; Major-General's Body Guard; Capt. H. Brown, the Princess Louise Dragoon Guards.

Certain other officers have also been selected to proceed with the contingent, but not necessarily for executive duty therewith. Such officers will not be required to surrender themselves until the day of sailing, viz., June 5.

The appointments to the non-commissioned staff will rest with the officer commanding the contingent. It will be composed as follows: One sergeant, major, one quartermaster, paymaster's clerk, and one orderly room clerk. Return transportation for the contingent's headquarters to the point of mobilization in Canada will be provided free, as well as passage to and from England, and allowance at the rate of 25 cents per diem for the days spent in England, including the time of the voyage.

Some months ago a committee of ladies undertook to raise the requisite funds to purchase a new pair of colors. Their efforts met with a quick and hearty response, and the colors were ordered from Ed. Stillwell & Son of London. Eng., who make nearly all the colors for the Imperial army. This firm undertook to have the colors here in time for presentation on the Queen's Birthday. The colors came on the S.S. Labrador and are now at the Custom House here.

THE BOYS IN GREEN.

Special Parade Last Evening—Will Go to Windsor on Saturday Night.

The special parade of the Queen's Own Rifles last night drew out 571 of all ranks, Major Delamare being in command. After a short route march the regiment practiced battalion drill under the watchful eye of Major Pellatt, in preparation for the review at Windsor next Monday. While the regiment was on parade a physical drill squad went through their drill at the Armonies.

The regiment will wind up its spring parades on Wednesday night, and on Saturday night will embark for Windsor, to spend the Queen's Birthday.

Navigation Notes.

The Chicago left Yonge-street wharf yesterday morning on her first trip. She had a good number of passengers. Her officers this year are: Captain, R. H. Clapp; chief officer, C. Smith; purser, A. Dugherly; and chief engineer, H. Parker. The baggage agent at the wharf is Mr. W. E. Tibbitts.

The steamer Hamilton arrived from Hamilton and cleared for Montreal last night. The propeller St. Joseph cleared, light for Oswego.

The steamer Persia arrived from Montreal and cleared for Hamilton. The schooner Lillian arrived from and cleared for points on the lake shore.

The Perfect Number denotes the Seven Components of PEACH BLOOM SKIN FOOD. Positively the Best Preparation for the Skin. It instantly relieves and permanently cures all skin troubles. It prevents the appearance of age, creates and preserves a good complexion, and is absolutely the only reliable Skin Tonic on the market. Price 50 cents at Drug Stores, or sent free on receipt of price. Crown Medicine Company, Toronto.

FIRE! FIRE! FIRE! WALL PAPERS.

The finest and most artistic goods ever imported—French, English, American and Domestic. We are selling the above at one-third the original cost, at the old stand.

MERRETT'S, 163 King St. West.

ROYAL GRENADIERS.

Queen's Birthday Will be Honored by Presentation of Regimental Colors, the Gifts of Toronto Ladies.

The Queen's Birthday in the Diamond Jubilee year of Her Most Gracious Majesty's reign will be an epoch in the history of the Royal Grenadiers, owing to the presentation of a new pair of colors to the regiment, which will take place on the date.

Some months ago a committee of ladies undertook to raise the requisite funds to purchase a new pair of colors. Their efforts met with a quick and hearty response, and the colors were ordered from Ed. Stillwell & Son of London. Eng., who make nearly all the colors for the Imperial army. This firm undertook to have the colors here in time for presentation on the Queen's Birthday. The colors came on the S.S. Labrador and are now at the Custom House here.

In this connection it is interesting to note that His Excellency the Governor-General has been graciously pleased to authorize the making of certain changes in the colors of the Royal Grenadiers to further emphasize the distinction won by the regiment on active service. What these changes will be promulgated in a general order. This very interesting and—in Toronto—so seldom seen ceremony will take place on the University Lawn. No more fitting and appropriate place could have been chosen than this beautiful spot, surrounded as it is by the stately buildings of the provincial seat of learning.

After trooping the color and the ceremony of presentation the regiment will march past, the salute being taken by Col. Sir Casimir Gzowski, A.D.C. to Her Majesty the Queen. It is also intended to have the regiment photographed. Lieut.-Col. Mason, who goes to London in command of the infantry and rifles of the Canadian Jubilee contingent, will take the photograph with him, and will arrange to have it appear in The Navy and Army, with such notes on the history of the regiment as may be necessary. As the above-named journal is to be found at every military station in the Empire a picture of the Grens. will give pleasure to many a Canadian far from home, and also many a friend of Canada, not the least among the latter being that gallant old soldier, Sir Fred Middleton.

under whom the regiment nobly won the right to have "Batoche" inserted in its colors.

A lunch will be provided at the Armonies for the men, to which they will sit down, and in this pleasant way bring to a close what will undoubtedly be a most enjoyable forenoon. It is not often that Toronto has one of its regiments home on the Queen's Birthday, and it is eminently fitting that the presentation of new colors should take place at home. If the regiment is favored with queen's weather the University Lawn will present a sight such as is not often seen even in Toronto.

Personals.

S. S. Boxer, Montreal is at the Rossin. R. Bunyan, North Bay, is at the Walker. W. Hennick, Hespeler, is at the Queen's. James H. Beatty, Sarnia, is at the Walker.

P. B. Brady, Smith's Falls, is at the Rossin. A. B. G. Tisdale, Brantford, is at the Rossin.

Fred Shaw of New York is at the Grand Union. W. R. Northrup, Belleville, is at the Queen's.

G. Dunn of Montreal is at the Grand Union. John Idington, Stratford, is at the Queen's.

D. M. Blackwood, Mine Centre, is at the Queen's. George W. Snell of Montreal is at the Grand Union.

William Hall-Dare and D. Wilson, Winnipeg, are at the Walker.

J. C. Ingles and Robert Merrimen, Hamilton, are at the Walker.

Rev. R. N. Burns, pastor of Wesley Church, Dundas-street, is seriously ill.

Col.-Sergt. C. D. Lennox, E. Co., Q.O.R., and Mrs. Lennox, have returned from their wedding trip in the Eastern States, and will reside for the summer at Haldane's Point.

Cucumbers and melons are "forbidden fruit" to many persons so constituted that the least indigestion is followed by attacks of cholera, dysentery, griping, etc. These persons are not aware that they have a simple remedy to their heart's content if they have a bottle of Dr. J. D. Kellogg's Dysentery Cordial, a medicine that will give immediate relief, and is a sure cure for all summer complaints.

School of Pedagogy examinations began in the School of Practical Science yesterday.

"CAPITAL" SAFETY MATCHES.
They are capital matches. They are safe matches. They will never light by accident. They will ever light when wanted.

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PRICES REDUCED.

Best Hardwood, long \$5.00
Best No. 2 Mixed Wood, long 5.00
Best No. 2 Mixed Wood, cut and split 4.00
Best No. 1 long 4.00
Best No. 1 cut and split 4.00
Grate 4.00

Slabs, cut and split \$3.00
Slabs, cut and split 3.00
Nuts 4.00
Egg 4.00

AT LOWEST PRICES.
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BRANCH OFFICE: 425 Queen-St. West. Phone 2335.

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