

STORE TO LET
100 sq. ft. Temperance and Yonge, 2743 and
2745, 2nd floor, basement, steam heated, gas and electric
In immediate possession
H. H. WILLIAMS & C.
26 Victoria Street

MONDAY, JUNE 3
\$8.95

G.T.R. WILL CATER NOW
BY RE-ARRANGED TRAIN SERVICE
TO NEEDS OF ONTARIO

New Flyer to Be Known as "Ontario Limited" to Relieve "International" on Run to London.
LATE TRAIN FOR THE WEST
BETTER SERVICE TO NORTH

The subjoined announcement of improved and additional train service by the G.T.R. out of Toronto responds to a very general discontent that recently found expression in a series of articles in The World.

In so far as it indicates some appreciation of the demands of the traveling public of Ontario, The World congratulates the company upon a step in the right direction, and trusts that it may be the forerunner of efficient and responsible management of the Ontario railway system from the standpoint of Ontario, and a management that will have supreme authority and that can deal with the traffic of Ontario without reference to Montreal.

It is to be regretted that the new arrangement does not provide for any early trains out of Toronto, nor there any late train service from Hamilton to Toronto. The business man going from Toronto, say to Windsor, will now as formerly arrive at his destination after business hours, and the quick run back and forth from Toronto to many important towns much nearer than Windsor is still not provided.

It is to be hoped that the thru service may also be improved so that passengers may get from Toronto to Montreal and from Toronto to Detroit by trains leaving here, say at 4 a.m. A service like this, with in many cases, save 24 hours to the business man, and it will enormously increase the efficiency of the postal service all along the main line, and the G.T.R. charges indicated in the announcement that follows, show what can be accomplished by a vigorous protest. It was a protest, coming from the business men and the traveling public generally, could only find expression thru The World.

Official Statement.
When the summer timetable of the Grand Trunk Railway system is adopted on June 16, 1907, improvements will be made in the passenger train service of great importance to travelers in Ontario. It is just seven years since the Grand Trunk Railway introduced the International Limited service, which, for its high standard of excellence, has gained a reputation throughout America. This limited train, as its name indicates, was specially designed to handle long distance international traffic, but at its inception until the business developed it was intended to handle local passengers between the principal points only at which the train stops.

It has now become necessary to operate an additional high-class train for local passengers in the district between Toronto, Hamilton, Brantford, Paris, Woodstock, Ingersoll and London. This new train will relieve the International Limited, which, continuing on June 16 next, will not handle passengers traveling short distances—for example, Toronto to Hamilton, Hamilton to Brantford, Brantford to Woodstock, etc.—and will continue to handle passengers from Toronto to points beyond London; also passengers from points east of Toronto and north of Toronto, including Toronto to Hamilton, Brantford, London, etc.

The Ontario Limited.
The new train, which will leave Toronto at 4:15 p.m., stopping only at principal stations, and arriving at London 7:45 p.m. daily, will be known as the Ontario Limited, and will handle passengers who have heretofore used the International Limited locally from Toronto to Hamilton, Hamilton to London, etc. There will also be a new eastbound train, known as the Ontario Limited, which will leave London at 9:00 a.m., stopping at principal stations and arriving at Toronto via Hamilton at 12:15 p.m. daily. With the double track line of the Grand Trunk between Toronto, Hamilton and London, these three leading cities in Ontario, as well as other smaller but progressive cities like Brantford and Woodstock, will be in a first-class manner.

The line between Toronto, Brantford, Guelph, Berlin, Stratford, etc., is, however, to be overlooked. A new train will leave Toronto for Port Huron, via Stratford and London, at 11:00 p.m. daily. This will be an accommodation to the residents along that line who desire to spend the evening in Toronto. At present the last train leaves Toronto for the towns in question at 7:00 p.m.

Western Accommodation.
A new train will leave Port Huron at 9:40 a.m., Stratford 1:35 p.m., and arrive Toronto 4:55 p.m. daily. This train will connect Toronto with trains for Belleville, Lindsay, Peterboro, Barrie, Orillia, etc., and will undoubtedly be of great benefit to the present, while five passenger trains are operated eastward from Stratford to Toronto, it has not been possible to have to be made with branch lines, to provide a train from Stratford between 1:45 in the morning and 4:30 in the afternoon.

The new train leaving Stratford after lunch and arriving at Toronto at 10:00 p.m. daily, will be an accommodation to the residents along that line who desire to spend the evening in Toronto. At present the last train leaves Toronto for the towns in question at 7:00 p.m.

The Toronto World

12 PAGES — TUESDAY MORNING, JUNE 4, 1907 — 12 PAGES
On Trains Five Cents. ONE CENT

PROBS: Party with showers; not much change in temperature.

NEW G.T.R. TRAINS
ONTARIO LIMITED.

West bound—Leaving Toronto 4:15 p.m. daily, arriving London 7:45 p.m., relieving International Limited as a "local" for passengers between Toronto and London.
East bound—Leaving London 9 a.m., arriving Toronto 12:15 p.m.

TO PORT HURON.
New accommodation train leaving Toronto 11 p.m., via Stratford and London, to convenience visitors to city from intermediate stations.

New train leaving Port Huron 9:40 a.m., leaving Stratford 1:35 p.m., arriving Toronto 4:55 p.m., connecting for east and north divisions.

TO GUELPH.
Leaving Toronto 4:15 p.m., connecting for northern division.
Leaving Guelph 10:10 a.m., arriving Toronto 11:35 a.m.

TO GODERIC.
Parlor car service, leaving Toronto 7:20 a.m., via Guelph and Stratford; companion train arrives Toronto 7:50 a.m.
From Goderich, leaving 6 a.m. for Stratford.

OTHER CHANGES.
Between Belleville, Peterboro and Port Hope, connecting at Port Hope with main line, especially improving passenger service.

Passenger trains replacing "mixed," north of Palmerston, Durham, Spauldington, Kincardine, etc.
New trains to Muskoka district.
Elmira branch service to be re-arranged.

AUTO DASHES INTO TEAM
ONE KILLED, ONE INJURED

Harry Hamlin, Well-known Buffalo Man, Victim—Wreckage Carried 200 Feet.

BUFFALO, June 3.—Harry Hamlin, one of Buffalo's best known and wealthiest citizens, was killed in an automobile accident on the Williamsville road, a mile north of the city line late this afternoon. Mr. Hamlin's automobile collided with a light wagon driven by Jacob Schaller, a retired butcher of Buffalo. Hamlin was hurled to the roadside and instantly killed. Schaller was badly hurt, but will recover. John Neokel, a 12-year-old boy, who was in Schaller's rig, was fatally injured. Both his legs were broken, and his skull fractured.

In the automobile with Mr. Hamlin were Anthony Gavin, a member of the Buffalo police force, and two of Hamlin's employees, one of them acting as chauffeur. Opposite the automobile was another automobile, which was also in the line of traffic. The two automobiles going in the same direction passed the Hamlin party. The road was covered with a heavy coating of dust, and the rapidly-moving machines left a dense cloud of dust in their trail.

Schaller and the boy were driving toward Buffalo, and the boy was driving toward Williamsville. The first two machines passed them well to the right, and Schaller was peering ahead thru the dust cloud when Hamlin's machine flashed directly in front of him. There was no time to turn out. The automobile struck the horse, tearing off its front legs and wheeling the wreckage of the wagon 200 feet down the road. Schaller was tossed to one side, but the boy was jammed into the wreckage of the rig and died from the front of the automobile.

The front wheel of the automobile came off, tilting the machine to the left. Hamlin, who was on the front seat with the chauffeur, was thrown over the ditch and on to the trolley tracks, which parallel the roadway. He landed head-on on the rails. His neck was broken. The chauffeur and Gavin escaped, with slight injuries.

Mr. Hamlin was 50 years old and lived at 1014 Delaware-avenue. He was a son of the late Cicero J. Hamlin, famous as a breeder of trotting horses. He is survived by a widow and one son, Chauncey J. Hamlin, who is an attorney.

Western Accommodation.
A new train will leave Port Huron at 9:40 a.m., Stratford 1:35 p.m., and arrive Toronto 4:55 p.m. daily. This train will connect Toronto with trains for Belleville, Lindsay, Peterboro, Barrie, Orillia, etc., and will undoubtedly be of great benefit to the present, while five passenger trains are operated eastward from Stratford to Toronto, it has not been possible to have to be made with branch lines, to provide a train from Stratford between 1:45 in the morning and 4:30 in the afternoon.

The new train leaving Stratford after lunch and arriving at Toronto at 10:00 p.m. daily, will be an accommodation to the residents along that line who desire to spend the evening in Toronto. At present the last train leaves Toronto for the towns in question at 7:00 p.m.

FARMER SHOT HOUSE ROBBED

An Apparent Case of Murder Near South Mountain—James Lashway Found Dead.

CORNWALL, June 3.—(Special.)—The authorities here think they are on the track of a murderer supposed to have been committed some time Saturday night or Sunday morning. The victim is a man by the name of James Lashway, a well-to-do farmer of Mountain Township, who was found dead in his home last night with a bullet wound in his brain.

It was at first thought that it was a case of suicide, but further investigation revealed a few details which set the authorities thinking. Lashway was found in his house Sunday night by a woman who did housework for him since his separation from his wife. He was lying on the floor and had a revolver in his left hand, but from the fact that the deceased was righthanded it seems doubtful if he would have fired the fatal shot with his left hand. Furthermore the position of the wound does not seem to indicate that it was self-inflicted.

The theory that it was the work of burglars has also certain ground for belief. The door of the house appears to have been forced open and the whole place ransacked. Trunks were broken into, and their contents scattered about in all directions, and Lashway's watch and money are missing.

There has of late been considerable work done thru the country by desperadoes, and it is not thought improbable that one of the gangs is responsible for the death of Lashway. Deceased had visited his brother on Saturday and Sunday, that he would return on Sunday. He was 50 years of age.

An inquest has been opened by the coroner, and the investigation will be continued on Friday. County Attorney Dingswall of Cornwall has been requested to attend the inquest.

MOUNTED POLICE PATROL IN FRONT OF LAND OFFICE

Home-seekers Have Strenuous Time in West—Widow Succeeds in Passing by Men.

PRINCE ALBERT, Sask., June 3.—(Special.)—The scene at this office this morning was disgraced by a mounted constable of the mounted police rode up and down thru the crowd in front of the steps endangering the lives and limbs of those who were only following out the government instructions and seeking to be first at the counter when the doors were opened. When the doors were opened some of those who had sat on the steps since Saturday got in. About 8 o'clock a raid was made on the third top-step and the mounted police rushed in. Some were forced thru the door into the building from which they were promptly fired.

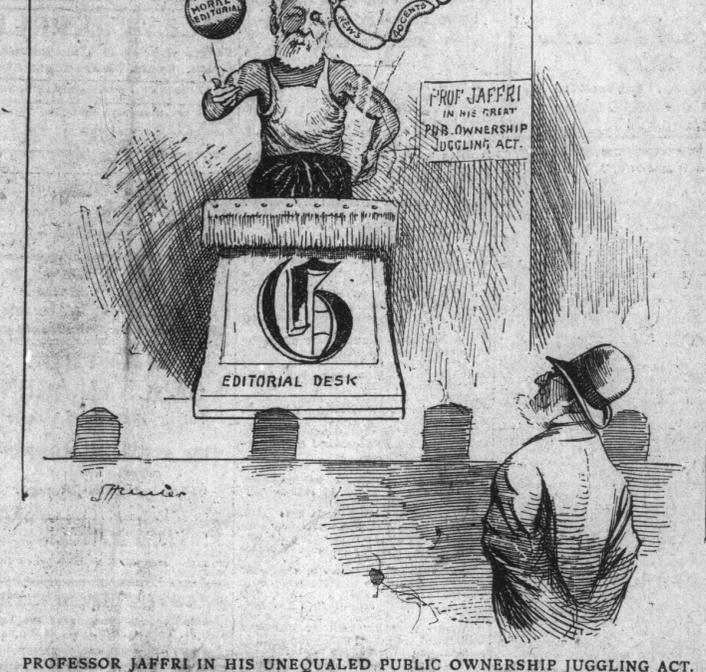
At 9 o'clock two mounted police and two police constables raided the crowd at the doors and made a road for Mr. Cook and Commissioner McDougall. The latter has charge of the distribution of the Dominion lands. A mounted policeman then rode his horse thru the crowd, but as they dispersed before the horse they fell in behind again. Both Mr. Cook and Mr. McDougall appealed to the crowd to get in the five who were ousted from the top steps, but the crowd would not listen to it.

Just at this juncture a wagon was given up close to the curb, and the spectators on the outside rushed in and tipped the wagon over on the crowd in front of the steps. Fortunately nobody was hurt. The doors were finally thrown open at 9:20 and ten men got thru. John F. Webster, Saskatchewan, Chester Ewing, William Hicks were the first three and filed in that order named. The two ladies were not in evidence this morning. Two of the men promised to marry them if they should get the homesteads the women were after. This satisfied the two widows and they went away.

Lady is Persistent.
YORKTON, Sask., June 3.—(Special.)—Promptly at 9 o'clock this morning the doors of the land office were thrown open and a waiting crowd struggled to keep in position according to priority. Mrs. Jessie Harper of Westbourne, another aged widow, is the heroine of the land rush. She is 70 years of age and she stood at the side of the door to that official recognition as she having undoubted priority.

Mrs. Harper flung herself against the stream of men passing the door trying to work into a position. She tried again and again, but the men seeking for homes for their families are not sentimental, and she was unable to jostle any one who would give her preference. She kept it up, however, and at last she found a man with a soft heart, who allowed her to proceed him. The crowd cheered when the old lady triumphantly passed the door to obtain a free farm. She has a crippled son and one daughter.

A GREAT "TURN."



PROFESSOR JAFFRI IN HIS UNEQUALLED PUBLIC OWNERSHIP JUGGLING ACT.

N.W.M.P. BACK C.P.R. IN CLASH WITH TOWN

Riot Act Read and Several Railway Officials Placed Under Arrest in Conflict Over a Railway Crossing at Olds, Alberta.

CALGARY, Alta., June 3.—(Special.)—A general mix-up between the Northwest Mounted Police, the authorities of the Town of Olds, and the C.P.R. officials, was to-day the result of the railway officials trying to close up a crossing in the town, backed up by a posse of police.

The first conflict took place between the town officials and the police, who were guarding the men at work on the railway crossing. The C.P.R. had threatened to block up the crossing before, but had always met with severe opposition on the part of the citizens and the authorities at Olds. This time, however, the company had determined to carry their decision to a successful issue, and obtained the assistance of a squad of Mounted Police to guard their workmen.

The precaution was not unwisely taken. For the men had done but little work when the trouble started. Both sides were determined to carry their point, the town to have the crossing left open, and the C.P.R. to close it, and the police had been detailed to protect the C.P.R. workmen, and were placed in the awkward position of taking the defence of a corporation against the authorities of a town.

There was a conflict, and the Riot Act was read. Arrests were made on both sides on warrants signed by the mayor of the town, and among those placed under arrest were several C.P.R. officials, and warrants were issued for Police Inspector Duffin and C.P.R. Superintendent Niblock. The Mounted Police are patrolling the streets to-night.

WILL NOMINATE FOSTER TO OPPOSE AYLESWORTH

North York Conservatives Would Like Battle Royal—May Be Disappointed.

North York Conservatives will on Saturday offer the nomination for the house of commons to Hon. George E. Foster.

An informal meeting of Conservatives from all parts of the riding was held at Newmarket yesterday, when the name of Foster was received with enthusiasm and he will be urged to accept.

For the legislature, T. Herbert Lennox, the present member, will be re-nominated. Mr. Foster was informed by The World of the action of the executive. He said he had not heard of it. Therefore it would be premature for him to say anything.

OLD CHARGE EXPLODED.
One Man Killed and One Fatally Injured at Cobalt Camp.

COBALT, June 3.—(Special.)—At the Cobalt mine this afternoon, at the 150 foot level, David Blair, a Scotchman, recently arrived in Cobalt, was instantly killed and Harry Weldy of Orillia fatally injured. Both his eyes were blown out, both legs broken and he suffered other injuries.

The accident was caused by the explosion of an old charge. Blair was a married man. Weldy has been mining for 15 years, and came to Cobalt from Copper Cliff. Both were 30 years of age.

GREEK MURDERERS TRACED TO NOVA SCOTIA.
HALIFAX, June 3.—(Special.)—The three Greeks, who are charged with the murder of Rev. Father Kaspar in New York last week, have been traced to this province. They were in Lewis, Quebec, last Friday, and boarded a train for Halifax.

\$5,000
Queen West near Bathurst
Solid brick store, lot 151712 to 151722
F. J. SMITH & CO., 61 Victoria St.

RESULTS AT UNIVERSITY

Long List of Successful Students Made Public—Those Who Win Degrees and Honors.

There were several hundred very anxious young men and women in the city last night. Some relieved with light hearts, some dainty; most of them will learn their fate in this morning's papers.

The results of the examinations in various faculties of the university were announced last evening. The winners of degrees are:

- Degree of M.A. with honors—W. W. Bryden, L. E. Davis, J. A. Gardiner, W. Harper, T. Larsen, E. A. McIntyre, J. M. McQueen, Miss J. MacVannan, T. W. Murphy, J. H. White.
- Degree of M.A.—T. B. Allan, A. R. Beverley, C. L. Blakey, A. C. Collier, J. E. Gibson, J. W. Gordon, W. F. Gross, J. P. Mackey, K. J. McRae, R. J. Maning, D. B. Nugent.
- Degree of B.A.—H. N. Baker, I. S. Fairly, D. Forrester, S. P. Gross, G. D. Kelley, T. B. McQueen, W. F. McRae, M. B. Peacock, A. G. Ross, A. D. Wilson.
- Degree of B.S.A.—H. Barton, C. T. Hall, W. E. Hayes, A. H. Longmore, R. A. Lovell, N. L. McMillan, H. E. Martin, E. B. Mealey, Miss M. M. Orchard, J. A. Patterson, F. C. Peart, N. E. Preston, E. A. Robertson, B. C. Rogers, B. H. Thompson, T. J. Watson, N. M. Watson, Miss M. I. Wheeler, C. G. Whelby, J. M. White.
- Degree of B. Phil.—H. E. Amoss.

AUTO HELD UP BY MASKED MEN

John H. and Fred Richardson Robbed on Kingston Road Late Last Night.

What looked like a well-planned hold-up took place just east of the Hunt Club premises on the Kingston-road last night at 8:30 o'clock. John H. Richardson and his son, Fred, who is connected with Scarborough Beach Park, were going to their home at Highland Creek in an automobile, when they noticed two men with a lantern in the roadway.

The Richardsons stopped the auto to see what was the matter, when the men, who were masked, drew revolvers and demanded their money. One of the men held them at the revolver point while his companion went thru their pockets and searched the automobile.

Everything of value was taken, and the stripped autoists proceeded to the Halfway House, where they notified the city police by phone. These communications with County Constable John T. Brown, who hurried to the scene, arriving there three-quarters of an hour after the robbery. He believes that he knows the perpetrators of the deed. Constable Burns was also engaged on the case.

STRIKERS CAPITULATE.

French Seamen Agree to Return to Work.

PARIS, June 3.—The extended strike of the seamen has virtually come to an end with the capitulation of the strikers at home and colonial ports to-morrow morning.

Captain Lapeyre, one of the strikers' delegates, conveyed this information to the Minister of Marine Thompson late this evening.

TRIP TO LONDON BALLOT

THIS BALLOT GOOD FOR 1 VOTE

For District No. Address County City

When fully filled out and received at The World Office by mail or otherwise on or before expiration of date shown above. Not good after that date. Void if name voted for has not been properly nominated. No ballot will be altered in any way, or transferred, after being received by The World.

With the Harness Horsemen.

Gossip of Their Doings at Home and Abroad - Dufferin Park Eligibles - Bright Racing Outlook in Ontario.

The Dufferin Driving Club will hold a matinee Wednesday afternoon at the Dufferin track.

Beides Delic Powell has the old trotting mare Viola (2:19 1/4) and Captain Stubbs (2:19 1/4).

John H. Moore, the well-known horseman of Ontario, owner of the stallion James Halby Direct Hal (2:03 1/4).

Donald Fraser, secretary of the London Trotting and Pacing Association, writes that the prospects were never better for a successful race meeting in London than they are at the present.

John A. Chandler of this city, owner of Lady May (2:04 1/4), has received word from Trainer Hobson, who has the mare at Terre Haute, Ind., that she is doing splendidly in her early work.

George McPherson, who has done his early training at the Dufferin track, left last week for Liverpool.

Ben Kenny, who brought out the great trotting mare Nancy Hanks (2:04), and who trained and drove the horses owned by Gen. W. B. Clark, owned by wealthy Cleveland horseman, has deserted the harness horse and cast in his lot with the gallopers.

Bertha Bars (2:03 1/4), the fast pacing mare in George McPherson's string, is entered in the Michigan Trotting Race in Kalamazoo, Mich., this season.

party of R. T. Wilson of that city. With the exception of Matnabet (2:05 1/4), the Canadian was the best trotting stallion last year.

The following named horses will be eligible to compete in the matinee at Dufferin track tomorrow afternoon under the auspices of the Dufferin Driving Club.

The butchers will meet at Burns' and Sherrin's, 150 Spadina-st., to-night to make arrangements for the summer campaign on the sp. w. w. It is expected that a full attendance of butchers is requested.

At Dovercourt Park, in a nice clean game of polo, the bowlers on the 1st of June were good.

Donald Fraser, secretary of the London Trotting and Pacing Association, writes that the prospects were never better for a successful race meeting in London than they are at the present.

John A. Chandler of this city, owner of Lady May (2:04 1/4), has received word from Trainer Hobson, who has the mare at Terre Haute, Ind., that she is doing splendidly in her early work.

George McPherson, who has done his early training at the Dufferin track, left last week for Liverpool.

Ben Kenny, who brought out the great trotting mare Nancy Hanks (2:04), and who trained and drove the horses owned by Gen. W. B. Clark, owned by wealthy Cleveland horseman, has deserted the harness horse and cast in his lot with the gallopers.

Bertha Bars (2:03 1/4), the fast pacing mare in George McPherson's string, is entered in the Michigan Trotting Race in Kalamazoo, Mich., this season.

bett will be able to handle the stick in her initial sail next Saturday. When she goes out she will be accompanied by the Iroquois, Genesee and Kay-Lex II.

Squires Training For Burns. LOS ANGELES, June 3.—The first step towards advertising the Independence Day boat between Australian Bill Squires and Tommy Burns was taken at Shannon's in San Francisco.

Sherring Declines to Race Shrub. HAMILTON, June 3.—Billy Sherring has declined to race against a professional as has been rumored of late. He has applied for his amateur card and will compete in some of the races to be held weekly at Britannia.

Another Walk For Reynolds. On June 2 James Reynolds, the famous Port Hope barter, will leave Port Hope and conduct a tour in Ontario, visiting 12 cities in 12 days.

Beach Success Club Marathon. The Beach Success Club held a Marathon race on Saturday, a distance of about 9 miles. The winners were: W. H. Howard, 48:50; H. James, 51:30; J. L. Laidlaw, 52:15.

American League Record. Clubs. Won. Lost. Pct. Chicago 28 11 .718 Cleveland 26 13 .670 Detroit 20 15 .571 New York 19 17 .528 Philadelphia 18 18 .500 Washington 13 23 .361

Sporting Notes. The Taylor's Ice Cream Parlor Saturday night and organized a team of 12 men to play their first game with R. Laidlaw's team at the Lawrence-street rink Saturday.

Captain Webb Arrives. The crowds at Hamilton's Point were disappointed yesterday at the non-appearance of Capt. Webb, the famous Arctic explorer.

WANT BIG INCREASES. OTTAWA, June 3.—The employees of the government printing bureau have appointed a committee of one or two from each department to demand an increase of wages from 10 to 20 per cent.

AMUSEMENTS

For the last offering of the season, the Process Theatre placed on the boards the new American play by Rida Johnson Young, "Glorious Betsy."

It would be inaccurate to say that the author has successfully overcome this rough obstacle, but nevertheless she has constructed a play which, in the rough, possesses much human interest.

Hal Reid's melodrama of the western mining camps, "At Cripple Creek," is this week's attraction at the Majestic.

Scarboro Beach entered upon the first of its career as the great amusement resort of Ontario last night.

The crowds at Hamilton's Point were disappointed yesterday at the non-appearance of Capt. Webb, the famous Arctic explorer.

WANT BIG INCREASES. OTTAWA, June 3.—The employees of the government printing bureau have appointed a committee of one or two from each department to demand an increase of wages from 10 to 20 per cent.

MEMPHIS, Tenn., June 3.—Judge Palmer of the criminal court of Shelby County, held yesterday a last call on the anti-race gambling bill passed by the recent session of the legislature.

WANT BIG INCREASES. OTTAWA, June 3.—The employees of the government printing bureau have appointed a committee of one or two from each department to demand an increase of wages from 10 to 20 per cent.

INLAND NAVIGATION.

Buffalo, Niagara Falls, New York and U. S. Ports. TIME TABLE. Daily, except Sunday, from foot of Yonge-street, steamers.

Turbine Steamship Co. LIMITED. STEAMER "NIAGARA" Will leave Hamilton 8 a.m. for Toronto.

St. Catharines, Niagara Falls, Buffalo. Steamer from Yonge-street Wharf. Leave Toronto 3:45 p.m., arrive 11:45 a.m.

AMUSEMENTS. PRINCESS MARY MANNERING IN THE NEW AMERICAN PLAY.

MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC. MAJESTIC.

SCARBORO BEACH. Toronto's New Amusement Park on the Lake NOW OPEN.

HAMILTON JOCKEY CLUB. JUNE 3 TO JUNE 15 RACES TO-DAY EVERY DAY.

WARWICK LODGE, O. C. B. S. No. 13. The members of the above lodge are requested to attend the funeral of our late Brother.

PASSENGER TRAFFIC.

GRAND TRUNK RAILWAY SYSTEM. SPECIAL \$1.55 TO HAMILTON RACES ROUND TRIP.

AMERICAN LINE. Plymouth-Cherbourg-Southampton. New York, June 5, July 3, Aug. 10.

DOMINION LINE. Montreal to Liverpool. Royal Mail Steamers. Montreal to Liverpool, June 5, July 3, Aug. 10.

ANCHOR LINE. GLASGOW AND LONDONDERRY. Sailing from New York every Saturday.

DOMINION LINE. ROYAL MAIL STEAMSHIPS. Sailing every Saturday. Montreal to Liverpool in Summer.

NEW YORK TO WEST INDIES. S.S. Trinidad, 27th April, for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Martinique, St. Lucia and Barbados.

BERMUDA. From Toronto, Monday, 18th April. Sailing 1st, 6th, 11th, 15th, 23rd and 24th April.

QUEBEC STEAMSHIP CO. RIVER and GULF of St. LAWRENCE. Summer Cruise in Cool Latitudes.

PASSENGER TRAFFIC.

CANADIAN PACIFIC. CHANGES IN Train Departures. From Toronto Union Station now in effect.

ROMESEKERS' EXCURSIONS. to the North-west leaves June 15, July 2, 9, 16, 23, August 13, 27, September 10 and 24.

MUSKOKA REDUCED SPRING SERVICE RATES. LEAVE TORONTO 8.45 a.m., 4.35 p.m.

ATLANTIC STEAMSHIPS OF THE CANADIAN PACIFIC CO. "EMPRESSES" TO LIVERPOOL.

HOLLAND AMERICA LINE. New Town-Screw Steamers of 15,000 tons. Sailing Wednesday, June 6, 13, 20, 27, July 4, 11, 18, 25, August 1, 8, 15, 22, 29, September 5, 12, 19, 26, October 3, 10, 17, 24, 31, November 7, 14, 21, 28, December 5, 12, 19, 26, January 2, 9, 16, 23, 30, February 6, 13, 20, 27, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3, 10, 17, 24, 31, March 6, 13, 20, 27, April 3, 10, 17, 24, 31, May 7, 14, 21, 28, June 4, 11, 18, 25, July 2, 9, 16, 23, 30, August 6, 13, 20, 27, September 3, 10, 17, 24, 31, October 7, 14, 21, 28, November 4, 11, 18, 25, December 2, 9, 16, 23, 30, January 6, 13, 20, 27, February 3

A LEGAL DEPOSITORY FOR TRUST FUNDS

Under the laws of the Province of Ontario this Corporation is a legal depository for Trust Funds. On deposit accounts interest at

THREE AND ONE-HALF PER CENT. per annum is paid or credited to the account and compounded FOUR TIMES A YEAR.

One Dollar opens an account. Accounts may be opened and deposits made and withdrawn by mail with perfect convenience. Every facility is afforded depositories.

Canada Permanent Mortgage Corporation

TORONTO STREET, TORONTO.

MARKETS STILL WEAK

GOVERNMENT RENEWED

Wall Street Stocks Continue Under

Heavy Pressure—Toronto Market is Stagnant.

World Office Monday, June 3. The Toronto market was particularly

stagnant to-day. There was positively no incentive to trade on the long side, the

substantial Wall Street issues continuing to decline with all the ease possible.

Brokers and clients were equally unimpressed at the outlook, and the only bearing feature

which could be pointed out was the universal money tightness. The undertone to

the market was weak. Liquidation was usual, and only that could be attributed

to the steadiness which the market presented.

The Mackay stocks developed the principal activity to-day. Realizing was not thick

in this issue, but the large holders are thought to be under compulsion in maintaining a

steadiness in these issues where possible. The outstanding local long speculative

interest in the Mackays known to be much in excess of that in any other stock, and

traders are paying for a break below 40. Many of the local listed issues were

out bids to-day, which partially accounted for the small liquidation. Sentiment at

the close was thoroughly disturbed, brokers being as much as usual regarding the future

of the market. The future of prices was largely dependent on the volume of

outside selling. Speculative holders are becoming exceedingly nervous, and much

more outside selling than buying is now evident in effect in the market.

Copper stocks in London depressed, with principal decline in Rio Tinto.

Eighteen banks reported less than 25 per cent. reserve on the Saturday statement,

against 14.2 per cent. on the 22nd last year.

Had weather practically closes B. R. T. holday reserves.

Western Union strike considered unlikely. Striking longshoremen reduce demerit.

C. & O. should earn about 6 per cent. on stock this year.

Two million dollars gold has been engaged so far to-day for export.

All grades of copper to-day were reduced 1/2c.

The Bank of England to-day sold £310,000 gold to Paris, and purchased £14,000

for gold in the open market.

LONDON.—The failure of an important firm in London is reported. It is stated

that arrangements to pay 10 shillings on the pound has been reached, and that a

trust will be formed to administer the assets.

Joseph says: Reasonable weather will be influential in operating for a professional

after-act at extension of recession in the stock market, but in the absence of a

condition of consequence a recovery after temporary irregularity seems likely this

week, with a bearing feature in the month, in anticipation of the re-investment

demands.

London 1/2 to 3/4 down. Weather conditions throughout are such as to temporarily

quiesce higher to about 2500 shares, and to

become evident early that the so-called larger interests were doing little or nothing

to check the downward movement. The declines ranging from one to four points were

shown in the leading issues before any distance was encountered. When the

buying came mainly from shorts who were induced to cover the situation to cover

the loss of which prices were depressed led to a general recovery of range, but not

nothing of a definite nature developed in this regard. The further

engagement of \$1,000,000 gold for export to-day, making a total of \$5,300,000

to the present movement, excited little comment, although the distant firm tone for

some money was evident. The continued inclement weather was a factor in depressing

sentiment, however, the general impression being that the heavy losses suffered by dealers

in spring goods must have been a factor in the general business. In the after-

noon dullness was the principal feature, although a harder tone developed and some

rales occurred on short covering, but the buying lacked vim. The closing

was irregular, but a fairly firm undertone, Marshall, Spader & Co. wired J. G. Beatty

at the close: "We are not making sterling exchange but shipments of cotton and

requirements, and there appears to be no disposition to sell short covering, but

money rates appear to have very little to do with it, and for

in quarters, such action as the treasury department may take in calling for deposits

will hardly change the current of events except to the extent of hastening short

time money rates. In the absence of any new or special cause for depression or

excitement, the market is likely to be dull and featureless. But we do not regard it as

consequent to the extension of the gold loan in London, and the consequent

advance money to be dull and featureless. But we do not regard it as consequent to

the extension of the gold loan in London, and the consequent advance money to be

DEBENTURES

OF CALGARY, Alta. EDMONTON, Alta. REGINA, Sask.

At Very Low Prices. Full Particulars Gladly Sent on Request.

DOMINION SECURITIES CORPORATION LIMITED

26 KING STREET, TORONTO.

This has been checked over to the possibility of lowest prevailing.

Waldorf stock gossip to R. B. Bonard: As a rule June brings a respite from crop

killers. By that time winter wheat results are pretty well known if spring wheat is

late, there is the possibility of its making up lost ground; the same of cotton. Corn

does not enter the critical period till July, when drought or hot winds are to be feared.

"People lay some stress on this July, are counting the better things in the next three weeks or so in the stock market. Of course

the government crop report, due on the 10th inst., is likely to make some noise on

both wheat and cotton. It is to be borne in mind, however, that this is one of the

seasons in which securities have declined so severely. Also, it is pointed out that

crop damage of itself would never have caused such a situation as this, but it may

be recorded this year. It is, therefore, pertinent to note that the volume of

change of sentiment regarding one of the principal causes of depression, namely, the

policy of President Roosevelt, which counts in favor of the reform of railway manage-

ment has caused in financial circles such serious apprehension. Yet it may be taken

as a sign of reversal of feeling that it was the head of one of the most influential

of the exchange houses who tonight declared that, in his opinion, the reforms for

which the whole world is clamoring will add greatly to the value and stability of our

stock securities. "Wall-street," said this man, "is the chief cause of our present

case, and after all, it is a small price, if you don't think so, go out west, or thru

the mountains, and see what a magnificent country there is. The hundreds of thousands

of men of wealth outside of New York, who are waiting for the opportunity to invest

in the securities of the United States, will be glad to take advantage of the opportunity

which will be offered to them. Will you stop the speculation, and let the

whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

stoppage the speculation, and let the whole thing. Now, there is no doubt that there has been getting in the railroad. Will

THE DOMINION BANK

PAYS SPECIAL ATTENTION TO SAVINGS ACCOUNTS

INTEREST PAID FOUR TIMES A YEAR

Asked. Bid. Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

THE DOMINION BANK

PAYS SPECIAL ATTENTION TO SAVINGS ACCOUNTS

INTEREST PAID FOUR TIMES A YEAR

Asked. Bid. Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom. Tel. 10 @ 160

Mackay. 27 @ 42 1/2

Nor. Nav. 100 @ 97 1/2

Dom. Tel. 20 @ 90 1/2

Dom. Tel. 60 @ 120

C. P. R. 10 @ 104 1/2

Afternoon Sales. Hamilton. 11 @ 253

Dom.

EXCHANGE
E. A. GOLDMAN
BONDS
 Particulars to large
 regular current.

VIS & CO
ORDERS
 real and
& CO.
 Toronto St.

M & CO
 Exchange
 Toronto St.

BONDS
 Exchange
 Toronto St.

Darrell
 ers
 stocks, bonds,
 and sold for
 486,625 ad

ERKINS
 EXCHANGE.
 R & CO.,
 BUILDING
 5700.

SELL
 AND ALL
 UNLISTED
 Securities
 Correspond.

es, Limited
 Toronto.

ARKSON
E,
members
 Toronto 246

Bonds
 % Interest
 for circular.

RANCIS
 Toronto. 21

INS. CO.
 S. Agents
 No 1087

& SON
 Financial and
 Loan—

Royal Fire
 Insurance Co., New
 Insurance Co.,
 Glass Co.,
 O. Ontario
 92 and P. 667

enture
ts
INTEREST
& CO.
 10, QVT.

F. C. A.
 Liquidator
 Toronto

BROW
 (Exchange)
ITIES
 King W.

**CABLES CLOSE LOWER
 AND OPTIONS ARE WEAK**

Grain Markets Are Steadier and
 Less Buoyant—European Mar-
 kets Are Easier.

World Office,
 Monday Evening, June 3
 Liverpool wheat futures closed 3/4c lower
 than Saturday, July corn 1/2c higher and
 July soy unchanged.

Chicago July wheat closed 3/4c lower
 than Saturday, July corn 1/2c higher and
 July soy unchanged.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

ST. LAWRENCE MARKET.
 Receipts of farm produce were light, 12
 loads of hay, 100 lbs. of hay sold at \$17 to
 \$18 per ton for timothy, and \$14 to \$15 for
 alfalfa.

Chicago Markets.

Commodity	Open	High	Low	Close
Wheat	97	97 1/2	96 1/2	97 1/2
Sept	98	98 1/2	97 1/2	98 1/2
Dec	98 1/2	99 1/2	98 1/2	99 1/2
July	53 1/2	54 1/2	53 1/2	54 1/2
Sept	54 1/2	55 1/2	53 1/2	54 1/2
Dec	55 1/2	56 1/2	54 1/2	55 1/2
July	48 1/2	49 1/2	48 1/2	49 1/2
Sept	49 1/2	50 1/2	48 1/2	49 1/2
Dec	50 1/2	51 1/2	49 1/2	50 1/2
July	16.20	16.30	16.17	16.20
Sept	16.27	16.47	16.37	16.37
July	8.72	8.80	8.72	8.73
Sept	8.90	8.92	8.87	8.90
July	9.15	9.15	9.10	9.10
Sept	9.27	9.32	9.25	9.27

Chicago Gossip.
 Marshall, Spader & Co. wired J. G. Barkley at the close.
 Lower cables and large world's shipments were bearish factors this morning and steadily by the traders and caused a lower opening today. On the decline a number of stop-loss orders were caught, which added to the selling pressure and made the market rather weak for a time. Commission houses generally took all of the wheat at the close, the decline in price being from one to one and a quarter cent lower than Saturday's close. After the first pressure to sell, which included quite a number of stop-loss orders, a better tone developed and before the close of the session the wheat had been reselling freely. Most pertaining to the crop was contradictory, but in the main confirming recent damage reports. A prominent statistician in his monthly resume indicated a total crop in the present conditions of 600,000,000 bushels, the estimate being 1,000,000 bushels less than the world's shipments were heavy, being 12,500,000 bushels, with 4,000,000 bushels from America. The market closed steady, a shade below the best prices of the day. We continue to look for a traders' market and advise the taking of fair profits on either side.

Canada and Oats.—Following an opening decline, there was good buying by large local interests, which quieted absorbed the offerings and resulted later in a general recovery.
 Melady & Co. had the following at the close:
 Wheat—There was a decided feeling of weakness in the market this morning, created more by the news of a heavy rain in the pool than by the improved conditions of the crops. Weather conditions were more favorable, but cash business is limited as prices are out of line for export and holders of cash wheat are not offering freely. Most of the day's decline was recovered before the close and the undertone is fairly steady. We are not looking for any marked fluctuations until after the government report is issued next Monday and think wheat & oats will be bought in little cheaper during the week.

Corn.—Weakness in wheat and lower cables caused a decline in corn for the future and sentiment appears to be generally quite bullish. We do not care to advise purchases on these cables, but in the event of any sharp break during the week would think the long side the one to follow.
 East Toronto.
 EAST TORONTO, June 3.—A high-class concert has been arranged for Wednesday evening at the Y. M. C. A. Thursday night school, under the leadership of H. E. Hester, who has for a long time been ill and unable to attend. The school is being conducted by Mrs. Hester, who is assisted by a number of other teachers. A feature of the evening will be a tableaux in pantomime, by 16 young ladies. The cause is a most worthy one.

New York Dairy Market.
 NEW YORK, June 3.—Butter, steady; receipts, 9,242. Street price extra creamery, 24 1/2 to 25; official price creamery, 24 1/2 to 25; state dairy, 24 1/2 to 25; common to fancy, 18 to 24; renovated, common to extra, 16 to 24; western factory, 16 to 18; low grade, 12 to 18; western imitation creamery, 18 to 21 1/2.
 Cheese—Irregular; receipts, 1,965; new, state, full cream, white and colored, large and small, best, 12 1/2 to 14; to 14 1/2; inferior, 7 1/2 to 9 1/2; skims, 10 to 12 1/2.
 Eggs—Steady; receipts, 17,135. State Pennsylvania and nearby farms selected, white, 18 to 19; brown, 17 to 18; western extra, 18 to 19; first to extra, 17 to 18; mixed first, 16 to 17 1/2; official price, 16 to 17 1/2; second, 15 1/2 to 16 1/2.

Liverpool Grain and Produce.
 LIVERPOOL, June 3.—Wheat, No. 2 red western, winter, strong, 7 1/2; No. 1 California firm, 7 1/2; strong, steady; No. 2, 7 1/2; No. 3, 7 1/2; No. 4, 7 1/2; No. 5, 7 1/2; No. 6, 7 1/2; No. 7, 7 1/2; No. 8, 7 1/2; No. 9, 7 1/2; No. 10, 7 1/2; No. 11, 7 1/2; No. 12, 7 1/2; No. 13, 7 1/2; No. 14, 7 1/2; No. 15, 7 1/2; No. 16, 7 1/2; No. 17, 7 1/2; No. 18, 7 1/2; No. 19, 7 1/2; No. 20, 7 1/2; No. 21, 7 1/2; No. 22, 7 1/2; No. 23, 7 1/2; No. 24, 7 1/2; No. 25, 7 1/2; No. 26, 7 1/2; No. 27, 7 1/2; No. 28, 7 1/2; No. 29, 7 1/2; No. 30, 7 1/2; No. 31, 7 1/2; No. 32, 7 1/2; No. 33, 7 1/2; No. 34, 7 1/2; No. 35, 7 1/2; No. 36, 7 1/2; No. 37, 7 1/2; No. 38, 7 1/2; No. 39, 7 1/2; No. 40, 7 1/2; No. 41, 7 1/2; No. 42, 7 1/2; No. 43, 7 1/2; No. 44, 7 1/2; No. 45, 7 1/2; No. 46, 7 1/2; No. 47, 7 1/2; No. 48, 7 1/2; No. 49, 7 1/2; No. 50, 7 1/2; No. 51, 7 1/2; No. 52, 7 1/2; No. 53, 7 1/2; No. 54, 7 1/2; No. 55, 7 1/2; No. 56, 7 1/2; No. 57, 7 1/2; No. 58, 7 1/2; No. 59, 7 1/2; No. 60, 7 1/2; No. 61, 7 1/2; No. 62, 7 1/2; No. 63, 7 1/2; No. 64, 7 1/2; No. 65, 7 1/2; No. 66, 7 1/2; No. 67, 7 1/2; No. 68, 7 1/2; No. 69, 7 1/2; No. 70, 7 1/2; No. 71, 7 1/2; No. 72, 7 1/2; No. 73, 7 1/2; No. 74, 7 1/2; No. 75, 7 1/2; No. 76, 7 1/2; No. 77, 7 1/2; No. 78, 7 1/2; No. 79, 7 1/2; No. 80, 7 1/2; No. 81, 7 1/2; No. 82, 7 1/2; No. 83, 7 1/2; No. 84, 7 1/2; No. 85, 7 1/2; No. 86, 7 1/2; No. 87, 7 1/2; No. 88, 7 1/2; No. 89, 7 1/2; No. 90, 7 1/2; No. 91, 7 1/2; No. 92, 7 1/2; No. 93, 7 1/2; No. 94, 7 1/2; No. 95, 7 1/2; No. 96, 7 1/2; No. 97, 7 1/2; No. 98, 7 1/2; No. 99, 7 1/2; No. 100, 7 1/2.

Winnipeg Wheat Market.
 Following are the closing quotations on Winnipeg grain futures to-day: Wheat—June 30 bid, July 31 bid, Oct. 1907, 92 1/2; Oct. 1908, 92 1/2; Oct. 1909, 92 1/2; Oct. 1910, 92 1/2; Oct. 1911, 92 1/2; Oct. 1912, 92 1/2; Oct. 1913, 92 1/2; Oct. 1914, 92 1/2; Oct. 1915, 92 1/2; Oct. 1916, 92 1/2; Oct. 1917, 92 1/2; Oct. 1918, 92 1/2; Oct. 1919, 92 1/2; Oct. 1920, 92 1/2; Oct. 1921, 92 1/2; Oct. 1922, 92 1/2; Oct. 1923, 92 1/2; Oct. 1924, 92 1/2; Oct. 1925, 92 1/2; Oct. 1926, 92 1/2; Oct. 1927, 92 1/2; Oct. 1928, 92 1/2; Oct. 1929, 92 1/2; Oct. 1930, 92 1/2; Oct. 1931, 92 1/2; Oct. 1932, 92 1/2; Oct. 1933, 92 1/2; Oct. 1934, 92 1/2; Oct. 1935, 92 1/2; Oct. 1936, 92 1/2; Oct. 1937, 92 1/2; Oct. 1938, 92 1/2; Oct. 1939, 92 1/2; Oct. 1940, 92 1/2; Oct. 1941, 92 1/2; Oct. 1942, 92 1/2; Oct. 1943, 92 1/2; Oct. 1944, 92 1/2; Oct. 1945, 92 1/2; Oct. 1946, 92 1/2; Oct. 1947, 92 1/2; Oct. 1948, 92 1/2; Oct. 1949, 92 1/2; Oct. 1950, 92 1/2; Oct. 1951, 92 1/2; Oct. 1952, 92 1/2; Oct. 1953, 92 1/2; Oct. 1954, 92 1/2; Oct. 1955, 92 1/2; Oct. 1956, 92 1/2; Oct. 1957, 92 1/2; Oct. 1958, 92 1/2; Oct. 1959, 92 1/2; Oct. 1960, 92 1/2; Oct. 1961, 92 1/2; Oct. 1962, 92 1/2; Oct. 1963, 92 1/2; Oct. 1964, 92 1/2; Oct. 1965, 92 1/2; Oct. 1966, 92 1/2; Oct. 1967, 92 1/2; Oct. 1968, 92 1/2; Oct. 1969, 92 1/2; Oct. 1970, 92 1/2; Oct. 1971, 92 1/2; Oct. 1972, 92 1/2; Oct. 1973, 92 1/2; Oct. 1974, 92 1/2; Oct. 1975, 92 1/2; Oct. 1976, 92 1/2; Oct. 1977, 92 1/2; Oct. 1978, 92 1/2; Oct. 1979, 92 1/2; Oct. 1980, 92 1/2; Oct. 1981, 92 1/2; Oct. 1982, 92 1/2; Oct. 1983, 92 1/2; Oct. 1984, 92 1/2; Oct. 1985, 92 1/2; Oct. 1986, 92 1/2; Oct. 1987, 92 1/2; Oct. 1988, 92 1/2; Oct. 1989, 92 1/2; Oct. 1990, 92 1/2; Oct. 1991, 92 1/2; Oct. 1992, 92 1/2; Oct. 1993, 92 1/2; Oct. 1994, 92 1/2; Oct. 1995, 92 1/2; Oct. 1996, 92 1/2; Oct. 1997, 92 1/2; Oct. 1998, 92 1/2; Oct. 1999, 92 1/2; Oct. 2000, 92 1/2; Oct. 2001, 92 1/2; Oct. 2002, 92 1/2; Oct. 2003, 92 1/2; Oct. 2004, 92 1/2; Oct. 2005, 92 1/2; Oct. 2006, 92 1/2; Oct. 2007, 92 1/2; Oct. 2008, 92 1/2; Oct. 2009, 92 1/2; Oct. 2010, 92 1/2; Oct. 2011, 92 1/2; Oct. 2012, 92 1/2; Oct. 2013, 92 1/2; Oct. 2014, 92 1/2; Oct. 2015, 92 1/2; Oct. 2016, 92 1/2; Oct. 2017, 92 1/2; Oct. 2018, 92 1/2; Oct. 2019, 92 1/2; Oct. 2020, 92 1/2; Oct. 2021, 92 1/2; Oct. 2022, 92 1/2; Oct. 2023, 92 1/2; Oct. 2024, 92 1/2; Oct. 2025, 92 1/2; Oct. 2026, 92 1/2; Oct. 2027, 92 1/2; Oct. 2028, 92 1/2; Oct. 2029, 92 1/2; Oct. 2030, 92 1/2; Oct. 2031, 92 1/2; Oct. 2032, 92 1/2; Oct. 2033, 92 1/2; Oct. 2034, 92 1/2; Oct. 2035, 92 1/2; Oct. 2036, 92 1/2; Oct. 2037, 92 1/2; Oct. 2038, 92 1/2; Oct. 2039, 92 1/2; Oct. 2040, 92 1/2; Oct. 2041, 92 1/2; Oct. 2042, 92 1/2; Oct. 2043, 92 1/2; Oct. 2044, 92 1/2; Oct. 2045, 92 1/2; Oct. 2046, 92 1/2; Oct. 2047, 92 1/2; Oct. 2048, 92 1/2; Oct. 2049, 92 1/2; Oct. 2050, 92 1/2; Oct. 2051, 92 1/2; Oct. 2052, 92 1/2; Oct. 2053, 92 1/2; Oct. 2054, 92 1/2; Oct. 2055, 92 1/2; Oct. 2056, 92 1/2; Oct. 2057, 92 1/2; Oct. 2058, 92 1/2; Oct. 2059, 92 1/2; Oct. 2060, 92 1/2; Oct. 2061, 92 1/2; Oct. 2062, 92 1/2; Oct. 2063, 92 1/2; Oct. 2064, 92 1/2; Oct. 2065, 92 1/2; Oct. 2066, 92 1/2; Oct. 2067, 92 1/2; Oct. 2068, 92 1/2; Oct. 2069, 92 1/2; Oct. 2070, 92 1/2; Oct. 2071, 92 1/2; Oct. 2072, 92 1/2; Oct. 2073, 92 1/2; Oct. 2074, 92 1/2; Oct. 2075, 92 1/2; Oct. 2076, 92 1/2; Oct. 2077, 92 1/2; Oct. 2078, 92 1/2; Oct. 2079, 92 1/2; Oct. 2080, 92 1/2; Oct. 2081, 92 1/2; Oct. 2082, 92 1/2; Oct. 2083, 92 1/2; Oct. 2084, 92 1/2; Oct. 2085, 92 1/2; Oct. 2086, 92 1/2; Oct. 2087, 92 1/2; Oct. 2088, 92 1/2; Oct. 2089, 92 1/2; Oct. 2090, 92 1/2; Oct. 2091, 92 1/2; Oct. 2092, 92 1/2; Oct. 2093, 92 1/2; Oct. 2094, 92 1/2; Oct. 2095, 92 1/2; Oct. 2096, 92 1/2; Oct. 2097, 92 1/2; Oct. 2098, 92 1/2; Oct. 2099, 92 1/2; Oct. 2100, 92 1/2; Oct. 2101, 92 1/2; Oct. 2102, 92 1/2; Oct. 2103, 92 1/2; Oct. 2104, 92 1/2; Oct. 2105, 92 1/2; Oct. 2106, 92 1/2; Oct. 2107, 92 1/2; Oct. 2108, 92 1/2; Oct. 2109, 92 1/2; Oct. 2110, 92 1/2; Oct. 2111, 92 1/2; Oct. 2112, 92 1/2; Oct. 2113, 92 1/2; Oct. 2114, 92 1/2; Oct. 2115, 92 1/2; Oct. 2116, 92 1/2; Oct. 2117, 92 1/2; Oct. 2118, 92 1/2; Oct. 2119, 92 1/2; Oct. 2120, 92 1/2; Oct. 2121, 92 1/2; Oct. 2122, 92 1/2; Oct. 2123, 92 1/2; Oct. 2124, 92 1/2; Oct. 2125, 92 1/2; Oct. 2126, 92 1/2; Oct. 2127, 92 1/2; Oct. 2128, 92 1/2; Oct. 2129, 92 1/2; Oct. 2130, 92 1/2; Oct. 2131, 92 1/2; Oct. 2132, 92 1/2; Oct. 2133, 92 1/2; Oct. 2134, 92 1/2; Oct. 2135, 92 1/2; Oct. 2136, 92 1/2; Oct. 2137, 92 1/2; Oct. 2138, 92 1/2; Oct. 2139, 92 1/2; Oct. 2140, 92 1/2; Oct. 2141, 92 1/2; Oct. 2142, 92 1/2; Oct. 2143, 92 1/2; Oct. 2144, 92 1/2; Oct. 2145, 92 1/2; Oct. 2146, 92 1/2; Oct. 2147, 92 1/2; Oct. 2148, 92 1/2; Oct. 2149, 92 1/2; Oct. 2150, 92 1/2; Oct. 2151, 92 1/2; Oct. 2152, 92 1/2; Oct. 2153, 92 1/2; Oct. 2154, 92 1/2; Oct. 2155, 92 1/2; Oct. 2156, 92 1/2; Oct. 2157, 92 1/2; Oct. 2158, 92 1/2; Oct. 2159, 92 1/2; Oct. 2160, 92 1/2; Oct. 2161, 92 1/2; Oct. 2162, 92 1/2; Oct. 2163, 92 1/2; Oct. 2164, 92 1/2; Oct. 2165, 92 1/2; Oct. 2166, 92 1/2; Oct. 2167, 92 1/2; Oct. 2168, 92 1/2; Oct. 2169, 92 1/2; Oct. 2170, 92 1/2; Oct. 2171, 92 1/2; Oct. 2172, 92 1/2; Oct. 2173, 92 1/2; Oct. 2174, 92 1/2; Oct. 2175, 92 1/2; Oct. 2176, 92 1/2; Oct. 2177, 92 1/2; Oct. 2178, 92 1/2; Oct. 2179, 92 1/2; Oct. 2180, 92 1/2; Oct. 2181, 92 1/2; Oct. 2182, 92 1/2; Oct. 2183, 92 1/2; Oct. 2184, 92 1/2; Oct. 2185, 92 1/2; Oct. 2186, 92 1/2; Oct. 2187, 92 1/2; Oct. 2188, 92 1/2; Oct. 2189, 92 1/2; Oct. 2190, 92 1/2; Oct. 2191, 92 1/2; Oct. 2192, 92 1/2; Oct. 2193, 92 1/2; Oct. 2194, 92 1/2; Oct. 2195, 92 1/2; Oct. 2196, 92 1/2; Oct. 2197, 92 1/2; Oct. 2198, 92 1/2; Oct. 2199, 92 1/2; Oct. 2200, 92 1/2; Oct. 2201, 92 1/2; Oct. 2202, 92 1/2; Oct. 2203, 92 1/2; Oct. 2204, 92 1/2; Oct. 2205, 92 1/2; Oct. 2206, 92 1/2; Oct. 2207, 92 1/2; Oct. 2208, 92 1/2; Oct. 2209, 92 1/2; Oct. 2210, 92 1/2; Oct. 2211, 92 1/2; Oct. 2212, 92 1/2; Oct. 2213, 92 1/2; Oct. 2214, 92 1/2; Oct. 2215, 92 1/2; Oct. 2216, 92 1/2; Oct. 2217, 92 1/2; Oct. 2218, 92 1/2; Oct. 2219, 92 1/2; Oct. 2220, 92 1/2; Oct. 2221, 92 1/2; Oct. 2222, 92 1/2; Oct. 2223, 92 1/2; Oct. 2224, 92 1/2; Oct. 2225, 92 1/2; Oct. 2226, 92 1/2; Oct. 2227, 92 1/2; Oct. 2228, 92 1/2; Oct. 2229, 92 1/2; Oct. 2230, 92 1/2; Oct. 2231, 92 1/2; Oct. 2232, 92 1/2; Oct. 2233, 92 1/2; Oct. 2234, 92 1/2; Oct. 2235, 92 1/2; Oct. 2236, 92 1/2; Oct. 2237, 92 1/2; Oct. 2238, 92 1/2; Oct. 2239, 92 1/2; Oct. 2240, 92 1/2; Oct. 2241, 92 1/2; Oct. 2242, 92 1/2; Oct. 2243, 92 1/2; Oct. 2244, 92 1/2; Oct. 2245, 92 1/2; Oct. 2246, 92 1/2; Oct. 2247, 92 1/2; Oct. 2248, 92 1/2; Oct. 2249, 92 1/2; Oct. 2250, 92 1/2; Oct. 2251, 92 1/2; Oct. 2252, 92 1/2; Oct. 2253, 92 1/2; Oct. 2254, 92 1/2; Oct. 2255, 92 1/2; Oct. 2256, 92 1/2; Oct. 2257, 92 1/2; Oct. 2258, 92 1/2; Oct. 2259, 92 1/2; Oct. 2260, 92 1/2; Oct. 2261, 92 1/2; Oct. 2262, 92 1/2; Oct. 2263, 92 1/2; Oct. 2264, 92 1/2; Oct. 2265, 92 1/2; Oct. 2266, 92 1/2; Oct.

