

Eyes Examined Glasses Fitted

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Right at the Post Office. GUELPH.

Manslaughter Charged.

Chicago, May 23.—A special cable from London to the Chicago News says:

"Prosecution on the charge of manslaughter is a possible development of the Titanic case awaiting the officials of the British Board of Trade, and perhaps a number of responsible men in the White Star Steamship Company. The project is made evident by a group of relatives of persons lost with the huge ship, and an effort will be made to ascertain how much money can be raised for the suggestion."

If action is taken it will be part of the campaign of the Review of Reviews under the vigorous and fearless editorship of the late William T. Stead's son, Alfred, against unsafe ocean travel. The object is less to obtain convictions than to bring home to the world the inadequacy of the resources for safeguarding life at sea in the event of accidents, and to compel the Government and the shipping companies to do everything possible to relegate to history the horrors of the Titanics.

The accusation which the movers of the proposed prosecution make of the American and British official inquiries, as well as much other incontrovertible evidence prove that all who were in any way responsible for the drowning of a large proportion of the Titanic's passengers were criminally delinquent.

Male Resigning Easy.

When Delegate Mark Smith, of Arizona, was a boy he lived on a big plantation in Kentucky. It was in slave days, and one of his father's slaves was Uncle Ike, who was the property for a place.

Smith's father had built a small church on a corner of the plantation, and Uncle Ike held forth there every Sunday. This was pleasing to Ike because it not only gave him a chance to exhort the negroes, but it absolved him from the Sunday chores.

One Sunday Mark went out to the barn and found Uncle Ike sitting disconsolately under a tree.

"Look here, Ike," said Mark, "you don't shut up that soft soap as that. What's the matter?"

"Well, Mars Mark, Ike replied, 'aint got no teeth to dem niggards' no more. They always fightin' amongst themselves, and they sick at tired, an' done quite prohain."

"Stop your lying, Ike," said Mark. "You wouldn't quit such a soft soap as that. What's the matter?"

"Mars Mark, Ike replied, 'est you know, dem truffa niggards done sent me my resignation. June Lippincott's."

Anti-treating Law.

Toronto World.—The anti-treating law which will be introduced by the government at the next session will not reach in its effects. The new legislation is understood, will be of a strict nature and will thoroughly dislodge the treating system, which was criticized severely by Sir James Whitney on the floor of the house two months ago.

The speaker, the bartender, the man who takes care of the man who is given the treat, will be dismasted under the new law. The first five plans are designed to reach every person who may commit an offence under the anti-treating law. It is believed that by this means the habit will be discouraged more than if action were taken against the barkeepers in consequence.

The anti-treating law, which in all probability will be incorporated in an amendment to the Liquor License Act, will impose strict rules upon hotel-keepers to violate the law for the first and second time and on the third occasion the license will be suspended. The bartender will likely be fined to the amount of \$100 or \$200, and the "treated" and "treated" will be dealt with in a similar way.

A conference of leading representatives of our great railways was held at Winnipeg recently in the offices of J. H. Chamberlin, Vice-President and General Manager of the Grand Trunk Pacific with a view to passenger service into that city; the railroads being the C.N.R., the Great Northern and the Northern Pacific. The leading point taken up was the establishment of permanent arrangement for the interchange of Union Station by the Canadian and American lines. Up to the present the Great Northern and the Northern Pacific have had, and there on a temporary understanding, but the terminals at Winnipeg are controlled jointly by the G.T.P. and the N.R., and an agreement made with the Southern lines was satisfactory to both. The suggestion was made that an agreement of 23 years should be entered into, while the longer term of 30 years was also mentioned. Mr. Chamberlin and Sir Donald Mann stated the terms on which their companies would be willing to enter into permanent arrangements and the American officials will now report to their respective countries and a formal contract will be drawn up at a later time.

Easily Proved.

Lady to small boy who is fishing: "I wonder what your father would say if he caught you fishing out of the stream?"

Boy: "I don't know. You hadn't better ask him. That's him a little bit further up the stream." Lippincott's.

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SAVAGE CARGOES

Dangers and Difficulties of Transporting Wild Animals

The dangers and difficulties of transporting wild animals from foreign climes to this country are tremendous. Yet considerable cargoes of this troublesome freight are handled every year.

One English dealer recently came over from India with various animals to the value of at least \$10,000.

The weather was rough, and among the animals that got loose were a tiger, an Indian badger, and a specimen of the sacred Indian monkey.

Several sailors endeavored to catch the tiger; and after being loose for two days, and badly mauling one man, it was eventually recaptured.

The Indian badger was loose for a fortnight, and one could conceive where it had hidden itself, although it always managed to consume the meat and rice which was put out for it.

As for the sacred monkey, every time anyone ran after it, it went to the top of the mast, and it was not until the end of the voyage that it could be induced to descend.

A more dangerous experience was the occasion of a hyena breaking loose on board a ship from the Persian Gulf to London.

The captain ordered the beast to be shot, but it could not be found. The crew became very nervous and would not go near it, so the captain had to keep the creature well fed, to prevent it attacking anyone.

When the boat was docked, the creature was found in the hold alive and in good condition.

NEW YORK POPULATION

The recent census of New York has established that out of a total population of 3,500,000 there are not more than 75,000 Americans—that is, persons born in America or with American parents. The rest are divided into 639,000 Germans, 595,210 Irish, 262,861 Austro-Hungarians, and 261,275 others.

In the light of such figures, New York is in point of German population third in range, as a German city, she is the greatest Irish city, and fourth Austro-Hungarian city. As a German city, New York is only surpassed by Berlin and Hamburg. New York is also a great Jewish centre.

New York's Hebrew population numbers 627,775. Warsaw generally reckoned as the most Jewish town in Europe has not more than 262,864 Jews.

Down With Verandas.

Brauton Banner

The daring council of 1912 have undertaken what many daring councils have failed down. An edict has been issued forbidding the erection of verandas in Main and Queen streets that the verandas in front of their places of business are to be forthwith removed.

These landmarks include the picturesquely veranda that decorates the front of the Queen Hotel. And all the verandas are gone, as they have stood in the past, will stand in this fending structure and perhaps will take down ours when we get good and ready!"

Now we see in the windows of the City Ticket Office of the Grand Trunk Railway System at the corner of St. James and St. Francis Xavier, Montreal, are five beautiful paintings from the brush of G. Horne Bussey, the well-known Hudson painter. The subjects treated are, respectively, "Eden to Yellowhead Pass," "The Grand Canyon and White Rock Valley, B.C.," "Lake Huron and White Rock, B.C.," "Moose Lake, B.C.," and "Mount Robson." These scenes are all in the Canadian Rockies and on the line of the Grand Trunk Pacific Railway.

The pictures are painted by Mr. Bussey himself, and are to be sold by him on the trip through the Yukon. Price to Pass to Prince Rupert in 1910, and the artist gives an excellent idea of the magnificence scene's grandeur that is everywhere visible on the route of the Grand Trunk Pacific railway.

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