

## The Toronto World

A Morning Newspaper published every day in the year.

Telephone—private exchange connecting all departments—Main 232.

**SUBSCRIPTION RATES IN ADVANCE:**

One year, Sunday included.....\$5.00  
 Six months, Sunday included.....3.00  
 Three months, Sunday included.....1.50  
 One month, Sunday included......50  
 One year, without Sunday.....4.00  
 Six months, without Sunday.....2.00  
 Three months, without Sunday.....1.00  
 One month, without Sunday......35

These rates include postage all over Canada, United States or Great Britain.

They also include free delivery in any part of Toronto or suburbs. Local agents in almost every town and village in Ontario will include free delivery at the above rates.

Special terms to agents and wholesale rates to newspapers on application. Advertising rates on application. Address THE WORLD, Toronto, Canada.

**HAMILTON OFFICE:**  
 Royal Bank, North James and Market streets. Telephone 988.  
 Walter Murray, Agent.

Advertisements and subscriptions are also received through any responsible advertising agency in the United States, etc. The World can be obtained at the following News Stands:

BUFFALO, N.Y.—News stand, Elliotts Square, near Niagara Falls.  
 CHICAGO, ILL.—P.O. News Co., 217 Dearborn-street.  
 DETROIT, MICH.—Wolverine News Co., and all news stands.  
 HALIFAX—Hull's Hotel news stand.  
 LOS ANGELES, CAL.—Apostrophe news stand.  
 MONTREAL—Windsor Hotel and St. Lawrence Hall; all news stands and news boys.  
 NEW YORK, N.Y.—Dennis Hotel.  
 OTTAWA—Despatch and Agency Co.; all hotels and news stands.  
 QUEBEC—Quebec News Co.  
 ST. JOHN, N.B.—Raymond & Doherty.  
 WINNIPEG—T. Eaton Co.; T. A. McIntosh; John McDonald; Hotel Empress news stand.  
 All Railway news stands and trains.

**THE LOCAL ELECTIONS.**

Taken all over the results of the municipal and other local elections are thoroughly satisfactory for the popular cause, and encouraging for the provincial government. The power by law has gone, as a rule, by sweeping majorities, and the cities are practically a unit in their endorsement of the proposals of the hydro-electric commission. In Hamilton a healthy public spirit has been exhibited, and the decisive victory of Ald. Stewart indicates the strength accruing from reliance on a policy which appeals straightly to the people, and on pledges to support their interest against corporation raids. The one unit toward return comes from Barrie, where the Nicholls fifty-year grab was endorsed by the scant majority of 43. But the effect of the vote is entirely discounted by the failure to give the electors a proper opportunity to grasp the contract submitted, or to understand its true meaning and intent, and in view of the growing tide of popular feeling the new council will be well advised if it refuses sanction until the electorate have further pronounced upon it.

While local opinion has been turned down in a considerable number of local areas it would be a mistake to attribute this to any marked change in popular sentiment. No part of the government Licensing Act has met with more zealous favor than the power given to 25 per cent. of the electorate to compel the submission of a local option bylaw, and this privilege has been largely exercised in localities where the prospects of success were unfavorable. Hence the long list of failures either to obtain the requisite three-fifths vote or even to command an absolute majority. But the general trend of the act has undoubtedly commended itself to the people, while the returns, as a whole, demonstrate the fact that the provincial government has maintained its hold upon the confidence of the electors. This must be a source of gratification to Premier Whitney and his cabinet, and should stimulate them to place in the hands of the citizens still greater powers to operate and administer their public franchises and to reclaim those already suffered to pass under corporation control. The more the provincial government trusts the people and vindicates public rights the better it will be supported and encouraged to remain true to democratic principles.

**A FAITHFUL SERVANT.**

The Globe in its capacity of maid of all work for the electric ring inserted yesterday morning an unmarked ad, purporting to be a despatch from Barrie. It is mingled apology, argument and misstatement of fact to bolster up the Nicholls fifty year franchise grab.

"There is absolutely no truth in the statement that the agreement was railroaded thru in the dying hours of the council," says The Globe. Well, it went thru the council after tea-time on Dec. 31. That is near the dying end of the year, one would think.

"The proposed agreement was printed and distributed through the town, so that every elector might have full information," says The Globe.

What is true?

A few copies of the contract were given out last Friday noon, and a public meeting called to approve the franchise on Friday night. The plebiscite was set for the following Monday.

It is a twenty-five and not a fifty-year grant, says The Globe. Here is the contract:

The said town and the said Nicholls mutually agree as follows:

1. Subject to any and all existing rights now possessed by any gas, telegraph, telephone, electric light, or other company, or by any person, the consent, permission and authority of THE SAID TOWN IS HEREBY GIVEN AND GRANTED TO THE SAID NICHOLLS TO CONSTRUCT, MAINTAIN AND OPERATE DURING THE TERM OF FIF-

**TY YEARS FROM THE FIRST DAY OF JANUARY, 1907, A RAILWAY ON AND OVER ALL THE STREETS AND HIGHWAYS IN THE TOWN OF HARRIE,** except the following, that is to say—Holgate, Baldwin, Thomson, Innish, Ross, Jane, Percy, Eccles, Sophia and Penetanguishene-streets, and any street connecting any one of said streets with the other so as to afford a continuous passage from Holgate to Penetanguishene, aforesaid, and except any street or streets running from any of the said named streets in a northerly or westerly direction to the northern and western limits of the town, that will provide a continuous passage from such named streets to said limits, provided always, however, that at the time the town proposes to use such branch streets for railway purposes the same are not occupied by the said Nicholls for his street railway.

What belief can attach to anything said by The Globe? It must jump thru the hoop when Electric Ring Master Nicholls cracks his whip.

**LOCAL STOCK WATERING.**

Toronto is being treated just now to another example of the way in which franchise-holding corporations inflate their capital in order to induce the public to believe that the rates charged are fair and reasonable. This process, familiarly known as "stock watering," assumes many forms. The particular method adopted by the Toronto Electric Light Company is to issue \$1,000,000 of new stock at par to its shareholders, altho the old stock is now standing at 60 per cent. premium. This simply means that, in addition to the 5 per cent. dividend paid for last year, the stockholders will receive an additional dividend equal to about 20 per cent. on the old \$3,000,000 of capital. That is a handsome enough gift at the public expense, but it does not represent the full amount of the loss the consumers are bound to sustain.

Assuming that the Electric Light Company needed \$1,000,000 to meet legitimate capital expenditure, that amount could have been obtained by the issue of \$500,000 of additional stock at the present market price of \$150, and future dividends would have been payable on that amount. But by issuing \$1,000,000 at par, saleable on the market at or above \$150, the company not only presents its stockholders with \$500,000—really additional profit—but saddles the enterprise with the burden of paying dividends in future on \$1,000,000, instead of \$500,000. The company thus cuts the consumers in two ways—first, by paying extravagant profits, and, secondly, by compelling them to pay in future the prices necessary to pay dividends on \$500,000 of fictitious capital.

Precisely the same question was raised during last year's session of the Dominion parliament in connection with the bill promoted by the Bell Telephone Company for power to increase its capital. Then also the corporation proposed to issue the new stock to the shareholders at less than the market price, then about 150. Mr. W. F. Maclean, on the motion that the bill be read a third time, moved that it be referred back to the committee of the whole house in order that a clause might be inserted, providing that the new stock be offered for sale by auction, and that any stock not so sold be issued at less than its market value. He then pointed out that "that way the capitalization is bound to be less, and the capitalization being less the tolls charged to the public could be reduced. If," he said, "stock is given to the shareholders for less than what it will bring in the open market, then we are practically watering the stock. We are increasing the load that the tariff of rates charged upon the line must carry." The amendment, as was to be expected from the corporation, was rejected, but the member for South York, and those who supported him, stand on record as opposing a grave public wrong.

Stock watering in the case of public service corporations is now recognized throughout the United States as a totally unsatisfactory method of extracting excessive rates and charges from the people. It has assumed many forms, all equally objectionable, but all designed to accomplish the same illegitimate purpose. It provides an irresistible argument in support of public ownership and operation of all public franchises, where the capital expenditure can be limited to the proper cost of construction and equipment, and the users are not called upon to pay extravagant profits in the first place and then to provide dividends on capital which has no equivalent in actual assets. As the necessary result industries are handicapped, valuable discoveries and inventions making for increased social and personal comfort are restricted to the wealthy classes, and the conditions of living made harder for the working men and women. These evils are so potent and innumerable that a grave responsibility rests on the federal parliament, and the provincial legislatures of Canada, if they fail to provide a speedy and effectual remedy. In particular, the government of Ontario should see to it that, in the new Company Act, this gross outrage on public rights will be given its quietus once and for all. And the price to be paid for the redemption of all public franchises now in private hands should be limited to the actual value of the productive works and plant.

Tottenham: Reeve—A. P. Potter, by acclamation. Councilors—Wm. Anderson, J. G. Brett, D. J. McCurdy, Henry McCabe.

Port Elgin: Reeve—H. E. Hülker, by acclamation. Councilors—W. H. Marra, J. S. Cameron, W. H. Thompson, D. Cavin. School Trustees—J. Stout, J. A. Chapman, J. H. Worden.

## THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Thirty-second Article.

When the railways expropriated the Esplanade property on the plea that it was required for the purpose of erecting a terminal station, they deliberately deceived the board of railway commissioners and the City of Toronto. They knew perfectly well that it was a physical impossibility to build a terminal station starting at Front-street and working south. If an ordinary trail of ten passenger coaches was lined up, starting at Front-street and heading south the locomotive would pretty near land in Toronto Bay, and it is only necessary to use this simple illustration to show the absurdity of the proposition to erect a terminal station on the property expropriated. The railway companies must go farther north if they intend to erect a terminal station, but they required the Esplanade property for other purposes, and simply secured it under false pretences.

The same game is being played in connection with the proposition now advanced by the Grand Trunk Railway for a change in the route of their main line east of Toronto. Using the argument that the change is required in the public interest, in order to enable them to make better time and reduce the cost of transportation, they are attempting to secure control of the lake shore, the most valuable section of water front left for the use of the people. It is false reasoning. The route in question is not required for the purpose indicated, and it is imperative that the railway prove it to be impossible for them to use the present route to advantage before consent is given to make the alteration. It would be an easy matter for the railway to make a material reduction in the grade on Scarborough Heights if they felt disposed to do so, but they prefer to spend an enormous amount of money on an entirely new route, knowing that, if they succeed in securing it, they will be in a position to exercise control over the whole of our water front, and will be compensated a thousand times over for the outlay. Fortunately, the people are at present intensely interested in any question pertaining to transportation, and the proposition has raised a storm of protest that cannot be ignored by the government.

The Grand Trunk Railway has used the route via Scarborough for a great many years. It will not impose any hardship upon them to continue its use for some time to come, consequently there is no necessity for speed in dealing with the matter, altho the railway company hoped to have it rushed before realized the value of the property at stake. Fortunately, they have failed in their attempt, and in this particular case the government should make haste slowly.

The City of Toronto has nothing to fear from the railways, but they have everything to fear from the selfishness of some of their own citizens. For purely selfish reasons and in the hope of advancing their own personal interests, it is always possible for the railways to secure the active support of prominent business men, who should be ashamed to allow themselves to be made use of to further the schemes of the carrying companies. We can fight the railroads in the open, when it is necessary to oppose any proposition advanced by them, but it is difficult to deal effectively with the men who are untrue to themselves and to their fellow-citizens. The officials of the railways cannot be blamed for trying to secure advantages that will improve their position. That is what they are paid for, and they would be false to their employers if they failed to do their duty in that respect. But there is absolutely no excuse for men whose duty lies in an entirely different direction, taking up the cudgels in behalf of the carrying companies, in order to secure for themselves some mean petty advantage over their rivals in business, more especially when, by doing so they are gaining their own selfish ends at the expense of their fellow-citizens. Such men are a disgrace to any community. The railroads are quite capable of protecting their own interests without assistance from the outside. They have the very best legal talent on the market, and the services of the best men available on their own staff, consequently there is no necessity for anyone else taking up arms in their behalf.

The railway act gives the railways the right to expropriate any land necessary for purposes of transportation, but the railway act is not the final court of appeal in the matter. The railway act gives the people the right to object to the expropriation, and it is within the power of the people, at any time, to demand a change in that act if it is working a hardship upon them. This should not be lost sight of in discussing the question at issue. The railway act must be changed if it is shown that it is absolutely necessary in the interests of the people, and that it is absolutely necessary that the interests of the people be taken into consideration, and that the interests of the people be taken into consideration, and that the interests of the people be taken into consideration.

The water front must not be taken away from the people, and it is shown that it is absolutely necessary in the interests of the people, and that it is absolutely necessary that the interests of the people be taken into consideration, and that the interests of the people be taken into consideration, and that the interests of the people be taken into consideration.

(These articles have appeared daily since Monday, Dec. 3—25)

## PROGRESSIVE BYLAWS

Continued From Page 1.

For improvement of sidewalks defeated by majority of 10.

Renfrew: Bylaw county system good roads carried, 171 in favor and 65 against. Bylaw to raise \$5000 for sewer extensions carried, 136 in favor and 102 against.

Pictou: Voting took place on a bylaw to do away with electric light and waterworks commissioners and put the water into the control of the town council, was defeated by 415 majority.

Dunnville: A bylaw to have the waterworks placed under the charge of a commission was carried by a large majority.

Welland: Bylaw granting fixed assessment and other concessions to the Robertshaw Machinery Co. carried.

Thorold: Waterworks bylaw carried by 12.

Bolton: A bylaw to raise \$2500 for the issue of village debentures for cement sidewalk laying carried by a majority of 51.

St. Catharines: The bylaw to raise \$14,500 to construct new bridges was carried by a majority of 17.

Whitby: A bylaw for the building of a wing to the public school carried by a majority of 24.

Amherstburg: A bylaw to grant aid to establish a canning factory was defeated, altho there was a majority vote for it, but not the required number to carry.

Almonte: A bylaw to appoint electric light commissioners was carried.

Chapman: A bylaw to give the Windover Glass Machine Company of Cayuga fourteen acres of land and exemption from taxation was carried—134 for, 3 against.

Mount Forest: A bylaw to abolish the water and light commission was defeated.

Wingham: A bylaw to loan the Wingham Carriage Company \$5000 was carried by a good majority.

Lindsay: The waterworks filtration bylaw was defeated by a large majority.

Deseronto: A bylaw to guarantee a loan of \$10,000 to the Deseronto Furniture Company was carried, the vote being for 32, against 6. It is the intention of the company to erect one of the finest factories in Ontario.

Listowel: The bylaw to raise \$14,600 for the purpose of building three bridges was carried by a majority of 17.

Kincardine: The Grand Trunk station, Coleman and park bylaws all carried.

Napanee: Two sewer bylaws carried. Southampton: A bylaw to raise \$5000 to extend the waterworks system carried.

Waterloo: A bylaw for a sewer commission carried, 74 against 10. A bylaw for \$25,000 debentures for sewer improvements carried—374 for, 51 against.

St. Catharines: Bylaw for the extension of waterworks to the cemetery and to return to the ward system formerly in vogue were both carried.

Paris: The bylaw to raise \$15,000 for school purposes was defeated by a majority of 10.

Whitby: A bylaw for the erection of the Ontario Car Works carried by 55 for, 18 against.

Goderich: The water and light commissioners, the Rogers Manufacturing

## Furniture, Factory &amp; Carriage Co. bylaws were carried.

Peterborough: Several bylaws were carried. The one to provide \$25,000 additional to the \$40,000 already in the hands of the board of education, to be repaid by the city, was carried by a good majority.

Tweed: A bylaw to raise \$5000 for new sidewalks carried.

St. Catharines: Sewer extension bylaw carried.

Morrisburg: Bylaw to provide for the appointment of a committee of water and power commissioners, as well as the bylaw for \$20,000 for extension and improvement to electric power plant were defeated.

Cornwall: Bylaw for term of councilors for two years defeated.

Niagara Falls: For bylaw to elect aldermen at large, one representative from each ward and population, carried by 325 majority.

Point Edward: Reeve—D. Suhler. Councilors—Alexander Fraser, J. Mara, M. Bessie, J. Mitchell.

Hagersville: Reeve—D. N. Adams. Councilors—John Dixon, D. A. Swing, George Bessie, F. J. Hager.

Drayton: Reeve—H. Irvine. Councilors—G. C. Gibb, J. Ritch, E. C. Haack, George Bessie, F. J. Hager.

Hope Township: Reeve—Ben Dickinson. Councilors—Caldwell, Leslie and Tamblin.

St. Mary's: Councilors at large—G. Brown, R. T. Gilpin; West ward—John Fitzsimons. Public School Trustees—

Point Edward: Reeve—D. Suhler. Councilors—Alexander Fraser, J. Mara, M. Bessie, J. Mitchell.

Hagersville: Reeve—D. N. Adams. Councilors—John Dixon, D. A. Swing, George Bessie, F. J. Hager.

Drayton: Reeve—H. Irvine. Councilors—G. C. Gibb, J. Ritch, E. C. Haack, George Bessie, F. J. Hager.

Hope Township: Reeve—Ben Dickinson. Councilors—Caldwell, Leslie and Tamblin.

St. Mary's: Councilors at large—G. Brown, R. T. Gilpin; West ward—John Fitzsimons. Public School Trustees—

Point Edward: Reeve—D. Suhler. Councilors—Alexander Fraser, J. Mara, M. Bessie, J. Mitchell.

Hagersville: Reeve—D. N. Adams. Councilors—John Dixon, D. A. Swing, George Bessie, F. J. Hager.

Drayton: Reeve—H. Irvine. Councilors—G. C. Gibb, J. Ritch, E. C. Haack, George Bessie, F. J. Hager.

Hope Township: Reeve—Ben Dickinson. Councilors—Caldwell, Leslie and Tamblin.

St. Mary's: Councilors at large—G. Brown, R. T. Gilpin; West ward—John Fitzsimons. Public School Trustees—

Point Edward: Reeve—D. Suhler. Councilors—Alexander Fraser, J. Mara, M. Bessie, J. Mitchell.

Hagersville: Reeve—D. N. Adams. Councilors—John Dixon, D. A. Swing, George Bessie, F. J. Hager.

Drayton: Reeve—H. Irvine. Councilors—G. C. Gibb, J. Ritch, E. C. Haack, George Bessie, F. J. Hager.

Hope Township: Reeve—Ben Dickinson. Councilors—Caldwell, Leslie and Tamblin.

St. Mary's: Councilors at large—G. Brown, R. T. Gilpin; West ward—John Fitzsimons. Public School Trustees—

—M. Craig, C. E. Locke, Jos. Grant, Thos. W. Barber.

Wales: Deputy Reeve—Dougherty. Councilors—A. Hodgson, Shaver, Alfred Ault.

Freston: Z. A. Hall defeated F. E. Shand for reeve by 346 to 208. Aldermen—C. J. Frank, Dr. J. Scott, Hogg, M. Mullin, H. Widdiford, W. C. Speisman, W. P. McKinn.

Lanark: Reeve—John MacLean. Councilors—J. W. Campbell, J. B. Caldwell, Andrew Baird, R. J. Stead.

Eganville: Reeve—Townley G. Boland. Councilors—J. W. Gallagher, P. Drohan, J. L. McKibbin, J. A. Acton.

Westport: Reeve—M. E. Mulville. Councilors—James Bottine, Dr. Singleton, A. Charbonneau, C. J. Speagle.

Lockport: Reeve—J. G. Anderson. Councilors—Wm. Baris, John Joynt, Moorehouse Mitchell, D. N. Lawrence.

School trustees—D. R. McIntosh, R. D. Cameron, Dr. Newton.

Cayuga: Reeve—D. P. Foster. Councilors—J. J. Murray, J. Ralston, R. S. Collier, Geo. Lapsman.

Brighton: Reeve—S. Nesbitt. Councilors—J. Chapin, T. Webb.

Fleishorn Village: School trustees—J. W. Wilson, Wm. Green, J. G. Green.

Sidney Crossing: Reeve—Stanley T. Vandervoort. Deputy Reeve—Charles Keckhous, Beach, Harry Scott, Nugent, Fred Mallory and Newton Bird.

Pictou: Reeve—John E. Terrill. Councilors—Reeve—Cassia. Councilors—Campbell, Beach, Harry Scott, Chatsworth: Reeve—Jas. Airth. Councilors—G. H. Blyth, S. H. Brees, Wm. McFarlane, Wm. Taylor.

Marmora: Reeve—J. A. McDonnell. Councilors—W. G. MacKechnie, H. R. Tweed: Reeve—Dr. Bowley. Councilors—James Quinn, S. B. Rollins, N. McConville.

Wellington: Reeve—Harry Clemencon. Councilors—A. Dingman, H. Post, E. C. McNeil, Joseph Thwait.

Enniskillen: Reeve—James Mitchell. Councilors—J. Lahay, Ezra Grant, L. McPhail, D. Thaw.

Ferry House: Reeve—R. F. Foote. Councilors—George Fowler, Frank Scott, Matthew Brophy, James Robertson, School trustees, Will Crumb, Beaverton: Reeve—A. V. Talbot.

Councilors, James Birchard, John Ross, Wm. McIntyre, S. West.

Beauville: Reeve—David Davis, by acclamation. Councilors, Peter Robinson, Wm. Hewitt, J. D. Bennett, E. T. Newboro: Reeve—Dr. R. H. Preston.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

Fort Erie: Reeve—E. Sowersby. Councilors, Dr. Wm. Douglas, E. Hawkins, R. F. Ferguson, E. W. Finch.

Councilors, J. P. Lett, W. H. Stugton, Wm. Spicer, W. H. Goreline.

Pickville: Reeve—Muir. Councilors, Best, Meada, Carson, McKenzie, McLoughry, Whyte.

## T. EATON CO. LIMITED

STORE CLOSING DAILY AT 5 P. M.

## KEEP In Mind This January Sale

ITS IMPORTANCE TO MEN is shown in one item alone—the distribution of

\$18,000.00 Worth of COLLARS at Third Off

The kind of collars you'll be glad of the opportunity to buy at a saving. Men's and Boys', all styles. Sizes 12 to 18. .5

And every other department offers its quota of great price inducements.

So keep in mind this January Sale right through the month—let it effect a worthwhile saving on your every purchase.

Winter Underwear—600 garments—all sizes in the lot, plain or heavy elastic ribbed Scotch wool, and fine natural wool. Best of trimmings. Great saving on the best of goods. Sizes 34 to 46. January Sale price, each garment..... .47

Night Robes of pink and blue striped fine flannelette; full size bodies—felled seams, attached collar, yoke, pocket, pearl buttons; sizes 14 to 19. And talk about close pricing! January Sale price..... .37

Cuffs—four-ply linen; band and link shapes—round and square corners. Lots of men are buying their year's supply while this price prevails. January Sale, pair..... 12½

MAIN FLOOR, QUEEN