ASK BARROW TO REPORT

ecial Committee Will Hear From the Engineer

Before Going Into Investigation of His Department,

But it is Apparent That Charges Will Fizzle Out.

The special committee appointed by e City Council to investigate the City Engineer's department with a view to organization, decided last night before ing anything, to have a report from Mr. Barrow with any suggestions that hat took place that the much-talked-of harges against the Engineer will fizzle ut: that the committee will take no adical action, and that Mr. Barrow will ontinue as City Engineer. In spots last aight's session was real lively, and some ather unpleasant things were said.

Ald. Farrar Criticises Department.

Ald. Farrar started the ball rolling. At he last meeting of the committee, he explained, he had purposely kept quiet cause he thought it was proper that he should listen to what the older mem-bers of the Council had to say. The he should listen to what the older mem-bers of the Council had to say. The burden of their complaint, he gathered, was that they thought Mr. Barrow had too much to do. The Mayor was the only one who differed, contending that Mr. Barrow did not have too much to do and had all the assistance he required from Secretary Brennau, Mr. Heddle and Mr. James.

r, James.
"I quote now," added the doughty al-"I quote now," added the doughty alderman, "from that yellow journal, the
Herald," and he proceeded to read a paragraph reporting the Mayor as saying he
would do nothing against Mr. Barrow,
who had been thirty years in the service, and that if Farrar had any charges
he should make them. While it was true
that Mr. Barrow was not firm enough,
he was a good-natured old gentleman.
Ald. Farrar doubted the "gentleman"
part, as to wit, the unparliamentary
phrase the Engineer hurled at him in a
Council meeting.

laughed Ald. Sweeney.
"It was the first night he ever had any ginger in him," added the Mayor.
"I am very glad I drew it out," retorted Ald. Farrar. "You are quoted as saying that Mr. Barrow lacks executive ability. That is a serious charge to make every the saying that Mr. Barrow lacks executive ability.

saving that Mr. Barrow lacks executive ability. That is a serious charge to make, and you should produce evidence."

Mayor Stewart protested that this was new material since the committee was appointed. Ald. Farrar asked the Chairman to call the Mayor to order. "I will when I find he is out of order," was Ald. Dickson's dry reply.

After a ten-minute argument Ald. Farrar proceeded. He contended that if the Engineer had no executive ability to carry into effect his plans he was getting all that he was worth. If he was a good man he should be receiving \$5,000. "One of the great troubles with the Engineer's department," he said, "is that when there is a mistake we can never find any one upon whom to fasten it. We do not know whether to blame Barrow, Heddle or Brennan."

or Brennan."

The Chairman and Ald, Farrar plunged into another argument. Ald. Dickson said Ald. Farrar had no business mentioning these names unless he made definite charges. Ald. Farrar strongly protested against having his course mapped out for him. When this tangle was straightened out he got off to a fresh start.

"I will give you a statement Engineer Barrow made at a meeting of the Fire and Water Committee on Oct. 23 as a basis to show that he has made a serious blunder," said Ald. Farrar. He quoted from a report made by the Engineer, in which he said that the sandsucker was doing most efficient work, and was vastly superior to the old method of raking. Mr. Barrow had also stated that the whole of the basin would be cleaned by November and put, in splendid condition. I make the statement that one of the basins has not been cleaned," said Ald. Farrar.

basins has not to be a farrar.

Farrar.

"Is that a sample of one of your charges against the department?" asked the chairman.

sample of one of the recent es," replied Ald. Farrar. "I say are large quantities of muck still are large quantities of style it." there, and I am prepared to prove it."

Ald. Dickson said the Fire and Water Committee was already investigating this. Ald. Beebles thought it was unfair for interrupt Ald. interrupt Ald. Farrar

Intake Job.

That Intake Job.

Ald. Farrar retorted that it was Captain Bongard's statements that were before the committee, and he was making an entirely separate statement. He proceeded to quote from Mr. Barrow's report that the work done by the sucker in lowering the three-foot intake was invaluable, and then returned to the Engineer's report of 1901, in which Mr. Barrow said that the new conduit had been laid in a way that there would be no further expense for dredging or cause for annoyance. Yet the sucker and tug this year at a cost of \$1,000 was engaged four weeks putting down the pipe, which was only in commission seven years after it had been laid. "Was this the judgment of a sound engineer?" enquired Mr. Farrar.

years after it had been laid. "Was this the judgment of a sound engineer?" enquired Mr. Farrar.

Again on Oct. 12. 1906, the work of putting the conduit across the creek, which was not completed until Feb. 7, 1907. was begun and finished at a cost of \$3.297.64, when he was given to understand from reliable authority, it could have been done for \$2.060, if gone at in a business-like wav. The pipe was not in commission until the summer, showing, Ald. Farrar argued, that there was no need for doing the work at the time it was done, when the ground was frozen and the trench flooded three times. "I muestion the wisdom or soundness of the and the trench flooded three times. "I ouestion the wisdom or soundness of the Engineer in going on with that work. I say this bungle alone in my mind should make it evident that he does not use sound judgment." added Ald. Farrar. "Is that your own opinion or an expert's?" inquired the chairman. "Thoth," replied the alderman. "Have you made any attempt to find out the reason why it was done then?" persisted the chairman. "Because, as long as there is money in the treasury, the Fire and Water Committee cannot rest until it gets it out."

"That is not the question," corrected

Ald. Farrar sarcastically congratulated the committee on having a chairman so finely equipped with legal points.

"The difference in the points you are making are so fine I can not see them," was the chairman's retort.

"There are none so blind as those who won't see," observed Ald. Farrar.

"We are not trying Ald. Dickson or Ald. Farrar," explained the Mayor.

"From the way a majority of the members are criticising Ald. Farrar you would think you were trying him," interposed Ald. Peebles.

"Trying to get some information out of him," said Chairman Dickson.

What Ald. Farrar Suggested.

"It amounts to this," said Ald. Farrar summing up. "We should get a firstellass engineer at a salary of from \$4,000 to \$5,000, or we should divide the departments into two sections and fix the responsibility for mistakes. Give Barrow the Board of Works and Sewers and Heddle the waterworks. Increase Barrow's salary to \$2,500 or \$5,000, if he is a good man, and increase Heddle's salary to what the job is worth. Fix the responsibility; treat them like gentlemen, and then if you find they are not the right men get others." Ald. Farrar said that one little incident of how things were managed in the engineering department was furnished by a resident of the north east section of the city who asked for an estimate for a water main. Mr. Barrow estimated \$630. The bill was for \$186.31 above this. "I lay it down as a principle that when a man is not careful with small details, big undertakings will be bungled."

Mayor Stewart's Stand. What Ald. Farrar Suggested.

Mayor Stewart's Stand.

Mayor Stewart's Stand.

Said the Mayor, "With regard to what I said about Mr. Barrow lacking executive ability I still say it. No one around this board will dispute it. If he had that ability he would be commanding a salary of \$10,000 a year instead of what he is getting. It is a question if we are prepared to pay a salary for an engineer who will fill the bill in all the requirements. I don't think that Ald. Farrar or any other alderman can say that he has made many serious mistakes. He has made some, the same as all engineers will make." The Mayor explained about that intake pipe. Where Mr. Barow had made the mistake was that he did not write a letter protecting himself and write a letter protecting himself and drawing the committee's attention to it before he did. He admitted that it might before he did. He admitted that it might have been a bad time to do the work, but there was no evidence furnished to show that Barrow had done it on his own initiative. "With reference to dividing the departments I have my doubts as to whether that is wise or not," he continued. "I am a strong believer in one head of the department to direct. As regards Heddle I do not know whether he has the qualifications to take charge of the waterworks. I would not give him the job until I was sure of that. Messrs. Heddle, Brennan and James, he thought, were good men and giving value for the unoney they received.

Ald. Farrar argued that out of \$1,200,000 which the city handled each year it

000 which the city handled each year it should be in a position to pay capable officials well.

"I am confident that ninety-five percent, of the people will not believe it," said the Mayor, referring to Ald. Farrar's statements about the muck and the weeds in the basins.

Ald. Farrar—I am so confident that I can go down there and fill wagons with loads of muck.

Mayor Stewart—I am equally as confident that you can not make the people believe it.

believe it.

Ald. Farrar—If you will give me a
team I will go down and fill a wagon

Add. Farrar—If you will give me a team I will go down and fill a wagon myself.

The Mayor—Regarding what you say about the pumps when the sucker will list stones the way we have seen it, what you and your organ say about it is not consistent. I think anyone will agree with me that this is common suse.

Ald. Farrar—You can look with a microscope or telescope and you can not find the muck and weeds among the stuff the sucker has lifted.

The Mayor—I had nothing to do with the purchase of the sucker, and I have no reason to screen or shield Barrow or anyone else, and I do not intend to do it. A good many of the aldermen have been down there to see what it will do, and I take their word as being as honest as yours or mine. Are we to throw out all these opinions for that of Ald. Farrar and this coon who squealed because he could not get money from the city? It is a very lame excuse to accept. The very crowd that criticised to the sucker his product of the scrept. The very crowd that criticised to the consult or the scrept. The very crowd that criticised to the consult of the scrept. The very crowd that criticised to the consult of the scrept. The very crowd that criticised to the scrept is a very lame excuse to took of the scrept. The very crowd that criticised to the consult of the scrept. The very crowd that criticised to the consult of the scrept. The very crowd that criticised to the scrept is a very lame excuse to the scrept. The very crowd that criticised to the scrept is the scrept in the very crowd that criticised to the scrept industry. the city? It is a very lame excuse to accept. The very crowd that criticised Hemphill when he was in charge backed

the work.

Ald. Sweeney said none of the charges had been proven against Mr. Barrow. He favored giving the engineer an in-

Mayor Stewart said that he would pre-fer a new engineer, to dividing the de-

fer a new engineer, to dividing the departments.

Ald. Peebles stirred up another hornet's nest. It was quite clear to him, he said, that the emajority of the committee were opposed to Ald. Farrar and determined to do nothing. He told him this when he brought up the matter in the council of appointing the committee. Aid. Sweeney—My view of it is that you and Farrar brought it up to play to the gallery. I also thought that Ald. Farrar brought it up with that Ald. Farrar brought it up with the same spirit as he has other things, argue one way and yote another.

rarrar brought to up the spirit as he has other things, argue one way and vote another.

Ald Farrar—Only once.

Ald Peebles made a most emphatic denial of Ald. Sweeney's charge, and declared he had nothing to do with it or being appointed on the committee.

Ald. Farrar—Mr. Barrow is known outside for his want of backbone, and that the last man who sees him has him, that he can be switched around after council meetings.

Ald. Sweeney—He is not as weak-tneer as people may think.

Ald. Baird—You bet he is not.

Ald. Sweeney—It is not always necessary for a man to be a bulldozer to be firm.

sary for a man to be a bulldozer to be firm.

The Mayor said he did not think there had been any aldermanic interference this year.

Ald. Clark hotly denied that there had been any aldermanic interference on his part. Ald. Farrar protested against Ald. Clark drawing conclusions.

"That is what you have been doing tonight, all through this matter and all through the year, and very often you have been wrong," was Ald Clark's bitter retort.

"Just the same as many other things are continued to give people work when the danger point has arrived," was Ald. Farrar's next reply.

Then there was another wordy duel, "Then there was another wordy duel," and been wrong, was Ald charks often the report.

Ald. Sweeney was prepared to move that no action be taken to bring matters to a head, but it was agreed to have a report from Mr. Barrow with his suggestions.

ELECTRIC POWER.

PRESIDENT OF CATARACT CO.

ny Have We Not Definite Offers at a Price Per Kilowatt Hour?— Says His Company Are Uncon-cerned, But the Public Should

The following letter from Col. J. M Gibson on the electric power question appears in the Toronto Globe to-day: To the Editor of the Globe: I think it

ny duty to address a few words to the public with reference to the proposals which have been discussed for some time past regarding the supply of electric power in portions of the province through the instrumentality of the Hydro-Electric Commission.

I have no intention of questioning

absolute honesty and sincerity of those who have been engaged in the endeavor to mature the schemes which have for their object the supplying of cheap power to the public, nor the honesty or integrity of the engineers or those who have been advising with them in connection with any of these matters. So far as I have observed, the subject has not at all developed into anything like a political question, but it is one of large economic importance and not much has been given out to inform or satisfy the public from that point of view, Moreover, I question the value, as a guide to action, of such figures as have been published by the commission. It seems to be assumed that the main problem is one of engineering, whereas the real problem is largely one of average results and resembles that with which the life insurance actuary endeavors to deal. Engineers are not, without some special training in the business, in a position to predict a general result, as many companies have found to their of the engineers or those who have been

of what value to a consumer is it to know what a horse-power would cost if used continuously for the 8,730 hours in a year, when the actual use will be 3,000 hours for the factory, or 500 hours for

the light consumer?

Of what practical use is it to know the cost of a horse-power when at mos the cost of a horse-power when at most the consumer can use only an average of 60 per cent. of it in a factory, or 25 per ent. in lighting?
Of what use to a municipality is the

information that a horse-power will cost

Of what use to a municipality is the information that a horse-power will cost it so and so, when it can never really know what percentage of the power paid for can be used?

Of what use to a consumer is the information that the power will cost at Niagara \$10.40, when this price bears no definite relation to what he will pay?

Let me put it differently: Everyone knows that public as well as private lighting lasts but a very limited part of the day of twenty-four hours. Everyone knows also that there is at the present period of the year, and for two or three months at least, what is known as the "peak load." when factory power and lighting power overlap. This "peak" or "maximum" load has to be provided for, but who pays for the power provided for the exigency of the three months when this overlapping ceases?

Some manufacturers require a pretty steady load with slight variations for ten hours per day; other manufacturers, according to the nature of their industry.

ordinarily be chosen for stationary mo-tors, are or incandescent lighting, with-out transformation at considerable cost

Hemphill when he was in charge backed him up when he was fired, are after the sucker now.

Ald. Farrar—If you doubt me I will have to go down and fill the wagons with muck myself. I won't quit.

Ald. Dickson—It will improve the water if you do.

Ald. Peebles said that the way the sucker lifted the stones absolutely convinced him that it had taken out some of the weeds and muck.

The Mayor declared that no matter what might be said about it, the sucker had five times the suction required for the work.

problems are being overlooked.

Not long ago you published a load curve which had been furnished by Mr. Wright, of the Toronto Electric Light Company, showing an enormous difference between the amounts of power used ence between the amounts of power used at different hours throughout the twenty-four hours of each day, and you have informed the public that on the same basis as the Hydro-Electric Commission would for \$17.75 supply power to Toronto. the Toronto Electric Company was getting power from its supply company at \$8.75.

ting power from its supply company at 88.75.

Those who are responsible for leading the Province and municipalities into expenditures which will be far in excess of the estimates, may treat these statements with indifference, but they ought not to be allowed to shirk the real problem which now plainly confronts them.

Can they, and, if they can, will they, tell the municipalities what the rate is to be for power per horse-power hour, or per kilowatt hour? A little candid discussion before the public at the present time may save the bad investment of a lot of good money.

J. M. Gibson.

Hamilton, Nov. 11.

THE AGONIES OF HADES

Aren't supposed to be worse than a bad Apartan' prepurate support and a support a support and a support a su

TO RE-OPEN JANUARY 29. Date of Re-assembling of British Par-

liament Announced. London, Nov. 12 .- It is officially an nounced that Parliament will reopen on January 29. This date, which is earlier than usual, is due to the fact that it is

Bears the Grand Find Kind You Have Always Bought Bignature Chartes Flutchers

WERE IMPUDENT.

RECEIPTS FOR ITALIAN PUBLIC MONEY SIGNED "DONKEY."

Ministry of Education Under Nuncie Nasi Said to Have Been Head quarters for the Cammari and the

Rome, Nov. 12 .- The trial of Nuncio Nasi, former Minister of Public Instruc tion, on charges of defrauding the State treasury, was continued to-day. Deputy Capelli, who was at one time Minister of Foreign Affairs, and who is now President of the Parliament committee which is inquiring into the Nasi case, declared that at the beginning of the investigation he was convinced of the innocence of Nasi, but that the avaianche of accusations and evidence had obliged him to change his opinion. The committee had been informed by the deputy that the Ministry under Nasi had become the headquarters of the Cammariand the Mafia.

The committee had examined certain forged receipts for subsidies intended for poor school teachers and had found that many of these were signed with fantastic names, such as "donkey," "liar" and "thief," etc., which showed the impudence as well as the criminality of the forgers. treasury, was continued to-day. Deputy

orgers.
Several newspapers to-day declare hat Nasi has in reserve some sensational revelations which he will make at the last moment. These consist of alleged proofs that he gave the missing money to the late Premier Zanardelli to assist the anti-Austrian propaganda in the

STEAMER SUNK.

CANAL GATES CARRIED AWAY AT MONTREAL.

Fifty Thousand Dollars' Damage to the Shipping—Misunderstanding of Orders Drives Str. Neepawa Full Speed Against Lock Gates.

Montreal, Nov. 12.—Through some misunderstanding between the officers and engineer of the steamer Neepawa, that boat caused \$50,000 damage to the shipping in Montreal harbor to-night. She was entering lock No. 1 and the captain gave orders to reverse as sue neared the lock. This was misunderstood, and the boat went full strain ahead and carried away the lock gates. There was a drop of twelve feet, and the boat was swept down this into the the boat was swept down this into the river, but escaped serious damage. Three barges above her in the locks were not so fortunate. These three, the Hurona, the Regina, and the Bella, belonging to the Montreal Transportation Company, were swept down into the river, and collided with the wharf and other boats.

The Regina was caught in the huge wave and swept into the river and sunk near the Corsican, of the Allan Line. The Regina was loaded with 25.000 bushels of wheat, and had on board Captain Malette, his wife and four children, but they managed to escape as the boat sank under them. She is in forty feet of water, and is damaged to the extent of \$5,000, in addition to the value of the wheat.

The Hurona was caught against the lock and damaged to a considerable extent. She was loaded with 25,000 bushels of wheat and flax, and has three feet of water in her hold. Her damage will be to the extent of \$5,000. The Bella was tied to the wharf, and escaped injury, not being carried away by the rush of water.

There is \$5,000 damage done to the

jury, not being carried away by the rush of water.

There is \$5,000 damage done to the wharves and locks as well as the delay and inconvenience to navigation. Officials state that the damaged locks will be fixed up inside of twenty-four hours, and in the meantime the old locks can be used by boats which do not draw more than fourteen feet. The whole affair will be investigated by Commander Spain

DESTRUCTIVE EMIGRATION

Italy Being Drained of Its Best Pop ulation.

London, Nov. 12.—The Rome correspondent of the Lancet says the last report of the War Office on recruiting draws attention to the decline in the physical development and power of the youth of Italy. Thirty per cent. of young men of 20 years of age were rejected as unequal to the fatigues of the military service, which are no greater than those daily undergone by active citilians. The gorrespondent adds:

"The cause on which nearly all are agreed of this steady drain of the thews, sinews and muscles of the population, agricultural and urban, is emigration. A

agricultural and urban, is emigration. A million of the most robust youth of both sexes of the last decade has been withdrawn from the country, leaving the propagation of the race to the weaklings left behind.

left behind.

"Nor is the cause a temporary one. Year by year the outflow, especially in the rural districts, is on the increase."

BANK PRESIDENT ON TRIAL.

John R. Walsh Charged With Misapplication of Funds.

application of Funds.

Chicago, Ill., Nov. 12.—The trial of John R. Walsh, former President of the defunct Chicago National Bank, on the charge of misapplication of its funds, began to-day in the United States District Court, before Judge Anderson.

The indictment against Mr. Walsh Contains 160 counts. The offence charged is punishable by from five to ten years in prison.

The chief issue in the case is whether or not Mr. Walsh used the bank's funds to aid his own enterprises. The Government alleges that Mr. Walsh substituted for the money it is charged he took from the bank securities of a doubtful character. The defence will claim that these securities were good, and that nobody ever lost a dollar because of them.

KILLED IN PITSBURG.

Young Cobourg Railwayman Received Fatal Injuries.

Fatal Injuries.

Cobourg, Nov. 12.—Mr. James R. Duncan, a highly-esteemed young man of this town, was accidentally killed yesterday on the railway at Pittsburg, Pa. He was employed as brakesman on a passenger train. Partisulars of the accident have not yet been received. He was a son of the late John Duncan, coal and wood merchant here. His mother, sisters and one brother, Mr. Ed. Duncan, who carries on the business, live here. The remains will be brought to Cobourg for interment. Deceased was thirty-two years of age.

MACKAY TALKS.

WARNING RAISED REGARDING ELECTRIC POWER POLICY.

Beck's Commission Made Pro sion That Were Quite Illegal-Legal Abuses Should be Reme

St. Mary's, Nov. 12 .- Is the Whitne Government treating the municipalities fairly in regard to power supply? There can be little doubt as to what answer would be given by anyone who heard the address delivered here to-day by the Hon. A. G. MacKay, leader of the Op-position in the Provincial Legislature. To the assembled Liberal delegates of South Perth Mr. MacKay struck a note of warning, quoting the statement of a South Perth Mr. MacKay struck a note of warning, quoting the statement of a representative of waterloo, who, after attending the recent conference in Toronto, had informed him that the Government had given definite figures as to what the municipality would have to pay, and that any excess would be borne by the Province. This statement was allowed to go forth, Mr. MacKay pointed out, in spite of the provisions of the act, which particularly state that all the liability rests upon the municipalities, no matter what the amount of the expenditure.

expenditure.

de noticed that Mr. Hendrie had ite noticed that Mr. Hendrie had stated that revised figures as to producer gas power would be laid before the Legislature next session. What use, asked Mr. MacKay, will those figures be in the way of comparison if by the time they are given to the public the power by-laws have already been voted upon? The municipalities, however, should be careful before they entered into any agreement to see to what extent they were affected.

Mr. MacKay severely scored the Whitney Government for many mistakes

Mr. Mackay severely scored the water ney Government for many mistakes made by the Administration, and, pass-ing to construction work, advocated law reform. He could see no reason why a Judge should be paid by salary one day and by fees the next. Some of the members of his profession thought that he was a radical, but if the truth were he was a radical, but if the truth were to be obtained as a result he did not care if old moorings were shaken up. Let the position in which a Judge was placed under the present system be considered. For work as local Master he was paid one and a half dollars an hour, and laid open to the imputation that he prolonged proceedings for his own benefit. He had himself known a case which might have been disposed of by a High Court Judge in four hours which might have been disposed of by a High Court Judge in four hours which occupied five days before a local Master. The judgment was for \$270, and the costs amounted to \$650.

Again, there was nothing more morti-

Master. The judgment was for \$270, and the costs amounted to \$850.

Again, there was nothing more mortifying to a man than putting down all the twiddle-twaddle which went to the making of a bill of costs. He could not see why a man chould not make a bargain with a lawyer for his case to be handled for a certain fee. At present if a client consulted him he could not say how much the fees would amount to, because he did not know how much confounded side-stepping the other fellow was going to do. Neither could he see any reason why in 90 per cent. of the Ontario Judges, who knew Ontario law and conditions, should not be final. Great corporations should not be final. Great corporations should not be final.

KILLED BY STREET CAR.

Toronto Man Slips Under the Wheels

sault, Ste. Marie., Nov. 12.—While trying to board a ear at the corner of Elgin and Queen streets, Canadian Soo, at noon to-day, O. Thompson, aged 30 years, a Scotchman, from Toronto. was instantly killed. The car was No. 222, the conductor, McDonald, and the motorman, McNiven, but they are not blamed. Thompson was waiting for the car, and it was stopping to let him on, but while it was still in mition he slipped under the rear wheels, and his head and right arm were mangled.

WINDFALL FOR A THIEF.

John Roberts, Convicted of Stealing Chickens, Heir to \$20,000.

Chickens, Heir to \$20,000.

Port Huron, Mich., Nov. 12.—John Roberts, aged 25 years, waiting to be taken to the Ionia Reformatory for a period of one and a half years for stealing chickens, is heir to \$20,000. Roberts received word that he would get half of an estate of \$40,000 left by an uncle, John Law, who recently died in Stratford, Ont. There are only two heirs. "I guess I won't do much to that after I serve my time," said Roberts to-day. The will has been filed for probate in Stratford.

BERLIN'S POULTRY SHOW

There Are on Exhibition 750 Birds-

Labor Party Meeting. Labor Party Meeting.

Berlin, Ont., Nov. 12.—The annual show of the Waterloo County Pet Stock Association opened to-day in the market building, and over 750 birds are no exhibition. The 29th Regiment Band was in attendance to-night, and a large crowd turned out. An instructive address was delivered by A. J. Gilbert, of the Dominion Experimental Farm, Ottawa. A branch of the Canadian Independent Labor Party was organized at a large and enthusiastic meeting held in Labor Hall, and it is probable that candidates

Hall, and it is probable that candidates will be placed in the field for both the local and federal Houses.

The engagement is announced of Miss Belva A. Waugh, only daughter of Mr. and Mrs. David Waugh, of Bright, Ont., to Mr. Francis J. Newman, of Newton, Ont., and eldest son of Mr. and Mrs. Philip Newman, of Jarvis, Ont. The wedding will take place on November 27.

CONSTIPATION



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The Sovereign Bank of Canada

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the new business for the year

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SYNOPSIS OF CANADIAN **NORTH-WEST Homestead Regulations**

A NY even numbered section of Dominlon Lanode in Manitoba or the Northwest Provinces, excepting 8 and 25, not reserved may be homesteaded by any person
the sole head of a family, or male over 18
years of age, to the extent of one-quarter
section, of 169 acres, more or less.

Application for homesteed entry must be
made in person by the applicant at a bominion Lands Agency or Sub-agency. Entry
by proxy may, however, be made at an
Agency on certain conditions by the father,
mother, son, daughter, brother or sister of
an intending homesteader.

An application for entry or cancellation

fault.

A homosteader whose entry is not subject of cancellation proceedings, subject to the approval of Department, liquids it in favour of father, and the control of the

DUTIES—A settler is required to perform be duties under one of the following pleas: (1) At least six months' residence upon and cultivation of the land in each year dur-ng the term of three years.

ing the term of three years.

(2) A homesteader may, if he so desires, befrom the required residence duties by living on farming land owned solely by him, not less than eighty (80) aores in extent, in the vicinity of his homestead. Joint ownership in land will not need this requirement.

(3) If the father (or mother, if the father is deceased) of a homesteader has permanent residence on farming land owned receip by him, not less than eighty (80) acres in extent, in the vicinity of the homestead, or upon a homestead entered for by him in the vicinity, such homesteader may perform his own residence duties by living with the father (or mother).

mother).

(4) The term "vicinity" in the two pre-ceding paragraphs is defined as meaning not more than nine miles in a direct line, ex-clusive of road allowances crossed in the measurement.

Before making application for paint the settler must give aix months' notice in writ-ing to the Commissioner of Dominion Lands at Ottawa, of his intention to do so.

COAL.—Coal mining rights may be leased for a period of twenty-one years at an an-nual rental of \$1 per acre. Not more than 2,560 acres shall be leased to one individual or company. A royalty at the rate of five cents per ton shall be collected on the mer-chantable coal mined.

chamble coal mined.

QUARTZ.—A person eighteen years of age, over having discovered mineral in place, the property of the prop

The patent provides for the payment of a royalty of 2½ per cent. on the cales. Placer mining claims generally are 100 feet square; entrance fee, \$5; renewable

versir

An applicant may obtain two leases to dredge for gold of five miles each for a term of the first party years, renewable at the discretion of the Minister of the interior.

The leaves that have a dredge in spersiton within one season from the date of the lease for each five miles. Rental \$10 per attust of each mile of river leased. Roy at the rate of 25 per can collected on the output after it expeeds \$15,000.

W. W. CORY, Deputy of the Minister of the Interio N. B.-Unauthorized publication of this ad-vertisement will not be paid for.



SEALED TENDERS addressed to the undersigned, and endorsed Tender for Meaford Harbour Works," will be received at this office until Monday, December 3, 1907, inclusively, for the construction of an extension to Breakwater, the removal of pertion of Landing Pier, the construction of a stemant of the second of t

nayable to the order of the Honourable the Minister of Public Works, for four thousand dollar, (34,000.00), must accompany each ten-der. The cheque will be forfeited if the per-son tendering decline the contract or fall se-complete the work contracted for, and will be returned in case of non-acceptanoce of tander.

be returned in the control of the co Department of Public Works.



Department of Railways and Canals, Canada TRENT CANAL NOTICE TO CONTRACTORS

NOTICE TO CONTRACTORS

SALED TENDERS addressed to Aug. J.
Grant, Superitancing Engineer, Treat
canal, Peterboro, and endorsed "Tender for
Trent Canal, "will be received ustil 18 o'clock
on Wednesday, the 20th November, 1907, for
the works connected with the construction of
the Rosedale Section of the Canal.
Plans and specifications of the work can
be seen on and after the Sist October, at the
office of the Chief Engineer of the Department of Railways and Canals, Octawa, and
at the office of the Superistanding Engineer,
Trent Canal Carboro, Out. at which places
Trent Canal Carboro, Out. at which places
The Department does not bind itself to ascept the lowest or any tender.

By order,
L. K. JONES.

Department of Railways and Canals, Ottawa, 28th October, 1907.

Bargains in Watches rent up John street acouth, we sell at wenderful low profits. Welding and Engagement Rings cheep and good Guards. Brooches. Jewelry all dainty sad good quality. We do expert Watch and Clock regards. Jewerry made to ender. Cty-stal Lenses Spostacles, \$1 pair, B. 7486.