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TAKES PREMIER TO TASK

Continued From Page 8.

the government, if it wants to run its Intercolonial trains over there to Winnipeg and beyond Winnipeg west, has the running rights, from Winnipeg west. But if at the end if 50 years the government determines to take over the eastern section, the Grand Trunk Pacific says, 'By the term of this contract you have got to give us 50 years more of running rights over the portion that we want to bring us down into connection with the Grand Trunk System on the lakes and at North Bay; but after that 50 years you have no running rights over our road west of Winnipeg.'"

The Necessity.

"Now, what does Sir Wilfrid Laurier say? He says, 'It is a political necessity for Canada to have a line of railway down thru its Maritime Province ports from the west, every inch of which is on Canadian soil.' He says the United States may take away the bonding privileges. What will you think when I tell you that, since 1886, we have had railway communication from the waters of the Pacific down to Halifax, every inch of it upon Canadian soil. Is there any dread just now that the bonding privileges may be cut off? None. It was simply a forced reason for a hasty action. Why, a political necessity would mean that you want to get the railway farther off from the American border, yet, this new railroad is yet closer to the State of Maine than the Intercolonial.

"Then he says, 'There is a commercial necessity, because there is the Northwest, and it is actually famishing for intercourse and access.' What is the fact? The Canadian Northern and the Canadian Pacific carry all the goods for that country and carry them well. In the winter season or in the summer, the one line of the Canadian Pacific can carry four times what it is carrying to-day on the single track, and doing it easily, so the railway men say, and they ought to know.

"The development of the new country? Now, I spoke to you about the development west of Winnipeg—they don't develop new country there; but they say, 'We want to develop a new country back of Ontario and back of Quebec, and in the hills back of New Brunswick.' No one says nay to that; but, before you make your corporations and enter into your binding contracts, is it not the part of mere common sense that you should explore that country and find out whether its conditions are favorable or not to a railway, and to what kind of a railway?

The Reason for the Road.

"There never has been a line of decent railway surveying made on that back country with the design of getting an east and west line clear away down to Moncton. Sir Wilfrid Laurier went into the library and he got the story of a good old priest who 200 years ago went up thru that country, and he gave a description of it and in June 18 of a year about 200 years ago, he found a place where roses were blooming, where the air was balmy and where there was no night. On that tale of 200 years ago, he predicates the possibilities of that country as an agricultural country, with a fine climate and able to produce sufficient to make it really profitable.

"After they have made the contract they are sending out their surveyors.

"But there is another reason, says Sir Wilfrid. It is absolutely necessary to draw this traffic of the great West thru our own country and to our own seaports.

The Original Proposal.

"Let me tell you what was proposed. The Grand Trunk came to the government in 1902-03, and said, 'We want a charter to build from North Bay thru to Winnipeg and into that great west country. We will ask you to give us a reasonable subsidy for the mountain section and for the section between North Bay and Winnipeg; we will enter into an arrangement with you, any reasonable arrangement, to hand over to the Intercolonial Railway the freights that we bring down out of that country at the port of Montreal, and in that way we will go out into that country, and you will get your continental rates down thru the Maritime Province ports."

"If Sir Wilfrid were here I would put just one straight question to him; 'On your honor, Sir Wilfrid, when the Grand Trunk made that proposition to you, were you not heartily in favor of it, and didn't you tell them so?' I believe that if he gave me a frank answer he would say 'Yes.'

"But the very moment that it was mooted that the Grand Trunk was to build a road thru the great west and from Winnipeg down to North Bay, the Quebec contingent of his followers came to him and said: 'We can't have a railroad built thru there and stopping at Ontario ports, that road must come down to Quebec, and if we don't get it we will not support your measure.' Sir Wilfrid gave way to pressure, and said, 'Well, let it go then down to Quebec.' Then the maritime province followers said, 'You have got to bring that down to New Brunswick and Nova Scotia; if you don't we will not support you,' and Sir Wilfrid gave way again, and he said, 'Then let it go down to Moncton.' Then he had to stay in with the Grand Trunk, and to pay these enormous sums of money in order to satisfy his followers for the vain and foolish piece of business undertaken for party reasons, and party reasons alone, and without an iota of valuable or definite information upon which he could base the building of the road.

Where the Grafters Come In.

"Now, I believe this also is true, that when the Grand Trunk talked with Sir Wilfrid with reference to that road it was understood between them that that portion was to be built not by a construction company, but by the company itself. Why? The company has to pay rental of 3 per cent. on that eastern section on the cost of construction. It is to the company's interest to have that constructed as economically as possible. But all the heelers, and the contractors behind the heelers, came up and said: 'That will not do, Sir Wilfrid; there is nothing in that for us. We want the government to build that portion and we want the contract for building it section after section, mile after mile; and again Sir Wilfrid had to give way. And The Globe comes out with the joyous announcement only two days ago, that $200,000,000 will be spent in the next six or seven years for labor in the form of railway grading, bridges, locomotives, cars, and all the other things required for railway operation. Too good a thing for the contractors. To-day they are saying: 'This is the opportunity of our life; we will back the government; we will get a hand at the contracts, and we will make our money on this. It is the last chance we will have out of the Laurier government, and we will back them for our own purposes.'

"A friend writes to me from New Brunswick that to his own certain knowledge, certain men that he names have already commenced to buy the paraphernalia for railway business and construction in that part of the road which is to go thru New Brunswick. In Quebec certain parts are actually at the present day parceled out, and contracts are promised for considerations to men in sections thru Quebec as well. I HAVE NO HESITATION IN SAYING THAT IF THIS THING GOES THRU AND THEY GET AT THEIR WORK WITH THE COMMISSION WHICH THEY HAVE APPOINTED, YOU WILL SEE THE GREATEST CARNIVAL OF EXTRAVAGANCE AND CORRUPTION IN GREAT RAILWAY BUILDING THAT EVER YOU HAVE SEEN IN THIS DOMINION OF CANADA.

What Does Country Get?

"Now, what does the government get out of it? Three per cent. on the eastern section—less than it costs the government, for it will cost them nearer 3 1-2 per cent. What does it get out of the Grand Trunk Pacific? Forty-five millions of common stock can be issued by the Grand Trunk Pacific. Who gets it? The government does not get a dollar. The Grand Trunk gets $25,000,000 for the purpose of its guarantee, and the rest of it no one definitely knows who is to get it; but it is in the absolute control of the Grand Trunk Railway.

"Now, what was the alternative? They tried to make the people believe that the Conservatives said they must build that road into the Northwest. Absolutely untrue. There was not a Liberal-Conservative in parliament who would not have held up both hands to help the Grand Trunk Railway carry out its original proposition, and would have given them a reasonable amount of help. But what the Liberal-Conservative party objects to is the government taking all the risks and the other partner taking all the profits, whatever those profits may turn out to be.

Proud to Be Populists.

"Sir Wilfrid says, 'I am against government ownership; I am against government operation of railways.' What does he call those people, those misguided people, who are in favor of public ownership? He calls them 'populists.' Populist means the people—not a bad name when you come down to the meaning of it. Every one of us ought to be proud to be populistic in our ideas. Populistic is it? That is what has frightened Mr. Urquhart. Why, don't you know, doesn't everybody know, that Mr. Urquhart has been red-hot in favor of public ownership? Public ownership for telephones, public ownership for gas, public ownership for this and that and the other. What is the distinction between government ownership and public ownership? (A voice: None.) It is based exactly on the same principle. And if a municipality cannot carry out public ownership, neither can a government, and if a government cannot neither can a municipality.

"But Sir Wilfrid says, 'You are a populist if you go in for this, Mr. Urquhart.' Mr. Urquhart slides quietly out, eats his own principles of public ownership, and bows obediently to this new plan of the government which says: 'We will build a part of it; we will not operate; we will give it practically over to the other great company, and we will put ourselves in the hands of one of the biggest monopolies that this country will see in railroad matters.'

Why Not Operate?

"Sir Wilfrid says a government cannot build railways. Why? Cannot operate railways. Why? Because, he says, you have had the Intercolonial, and you never made any money out of it. But he goes on directly afterwards to say it is the fault of the system. Who is responsible for the system? The government of the country. Mr. Borden says he will take that railway management out of the hands of the heelers, out of the hands of the partisans, and make that a non-partisan management and make the Intercolonial pay, as it undoubtedly will pay under a non-partisan management. He goes farther and says that it will be a great benefit to this country if this government owned a trunk line of communication from the Atlantic to the Pacific—one great trunk line at least amongst the dozens which in the course of time will have their entry into and do their work in that great western country, as a check upon rates, as a something which will be used as machinery for the people.

"In St. John the firm of Robertson & Allison is one of the greatest dry goods firms in that city, and Mr. Robertson himself one of the best business men in the country, one of the most red-hot supporters of the Liberal party they have; but Mr. Robertson has come out and said: 'My principles will not permit me to vote for this; I shall have to oppose my own party and my own government; whatever I can do I shall do to defeat this insane and unbusinesslike proposition.' And there are more of them in this country.

Sanctity of the Contract.

"I have had some experience in public measures. I have read and I have observed, and I have never yet come across so baseless, so insane and so utterly unnecessary and wasteful a proposition as this which the government have hurried thru parliament. And Hon. William Paterson gets up and says: 'Why, that contract is signed, sealed and delivered; are you going to break it up? If you do, a financial crash will come in this country and Europe which will overwhelm this country and be productive of the direst consequences.' (A voice: "Let it come.") What idle gush! How unfair to force a thing thru parliament before the people ask for it; force it thru parliament by whipping in their followers; sign it and seal it and deliver it, and then when it comes to the people and they have a chance to pass their judgment, say: 'You cannot judge now, because this thing is done, and if you break it up, crash will go everything financial in this country and in Great Britain.'

"But I will tell you, Mr. Paterson, and I will tell you, Sir Wilfrid, one thing. I know something about finances; I do know something about money markets, and I do know that when as minister of finance I had to make a loan of $20,000,000, I had to very carefully study the market, and I had to take the very best advice of the very best financiers on the other side. These men jauntily run into the raising of $120,000,000 in hard cash on the markets of the world with the credit of Canada, and do it as lightly as you would eat your porridge in the morning.

"The very moment that you go into the markets for $117,000,000 of cold cash you go into the markets with the bonds, the guaranteed bonds for the middle and the mountain sections, and altogether your credit is thrown into the great melting pot in London for some $160,000,000 or $170,000,000.

"I tell you," was Mr. Foster's parting warning, "that there is grave and serious danger ahead if that thing goes on."

Dr. Beattie Nesbitt and R. R. Gamey spoke briefly and the meeting ended with the usual cheers.

The second of the course of monthly lectures on subjects connected with the Religious of Our Land will be delivered in the Bible Training School, 110 College-street, on Monday, Oct. 17, at 8 p.m. The lecturer is Rev. Dr. Parsons, and his subject is "The Dispensations." The chair will be taken by C. S. Gzowski.

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Perhaps you need a suit more than you do an overcoat—

Perhaps you need one as much as the other—

Want them good?—want them quick?—want them as good fitting—as stylish—and as fine cloth as your tailor would make up for you?—

Come here!—

We have what you want!—

Suits—15.00—18.00—20.00—22.00—

Overcoats—12.00 to 30.00—

Trousers—3.00 to 5.00—

Some things novel in

Fancy Vests—Fancy Knitted Wool and Silk and Wool—and Fancy Hopsacks—4.00 to 7.00—

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YORK COUNTY AND SUBURBS WESTERN AVE SCHOOL WON

Results of the Annual School Games at Toronto Junction on Saturday.

South York Conservative Organization

W. F. MACLEAN, Candidate.

Toronto Junction headquarters, 18 Dundas-street. Tel. Junction 157.

East Toronto headquarters, old Metropolitan Bank building, Main-street, north of Kingston-road.

For any other information, telephone The World Office, Main 252.

Organization meetings will be held in the various polling sub-divisions this week.

The North Toronto Conservative Club, Orange Hall, Eglinton, Saturday, 8 p.m.

Toronto Junction, Oct. 16.—Saturday was an ideal autumn day, and it was under a blue sky that the boys and girls of the Toronto Junction Public Schools marched along the streets, with flags flying, to the town park, where the various field day sports, postponed from the previous Saturday, were carried out without a hitch. Excellent music was furnished by Victoria Industrial School Band. The attendance, including the school children, was about 2500. The various events were keenly contested, and one of the most pleasing features was the May-pole contest, which resulted in a victory for Western-avenue School; indeed, this school scored the largest number of points in all the events, and captured the much-coveted cup, which was won by Carlton School last year. The following is a complete list of the prize-winners:

Boys' 100 yards dash—Jack Belcher, Annette School, 1; Albert Davis, Western-avenue School, 2; E. Hall, Western-avenue School, 3; W. Carson, Carlton School, 4; R. Stead, Carlton School, 5.

Girls' 100 yards dash—Ethel Culross, Annette School, 1; Gertie Heaslip, Western-avenue School, 2; Edna Curtis, Carlton School, 3; Maggie Hogan, Carlton School, 4; Lilly Forfar, Carlton School, 5.

Boys' (11 and 12 years old) 100 yards dash—Wallace P. Harris, Carlton School, 1; Carl Ramshaw, Carlton School, 2; Gus Downey, Annette School, 3; George Curry, Western-avenue School, 4; Roy Wixon, Annette School, 5.

Girls' (11 and 12 years old)—100 yards dash—Mabel Blake, Annette School, 1; Barbara McLellan, Carlton School, 2; Gladys Nelson, Western-avenue School, 3; Hazel Yallop, Carlton School, 4; Cora Carson, Carlton School, 5.

Boys' (under 11 years old) 100 yards dash—Joseph Robinson, Western-avenue School, 1; W. Kitchen, Carlton School, 2; Frank Downey, Annette School, 3; W. Low, Annette School, 4; Walter McCann, Carlton School, 5.

Girls' (under 11 years old) 100 yards dash—Ethel Vernon, Western-avenue School, 1; Maggie Heaslip, Western-avenue School, 2; Violet Bloor, St. Clair-avenue School, 3; Daisy Thomas, Annette-street School, 4; Bessie Weaver, Annette School, 5.

Boys' (9 years old and under) 100 yards dash—Charles Nevin, Carlton School, 1; Albert Greenless, Western-avenue School, 2; Roy Collins, Annette School, 3; Joseph Hewlett, Western-avenue School, 4; Carlton Foster, Carlton School, 5.

Girls' (9 years old and under) 100 yards dash—Pearl McGillocoh, Western-avenue School, 1; Jean Phillips, Annette School, 2; Lilly Gilchrist, Annette School, 3; Marjorie Winters, Carlton School, 4; A. Kitchen, Carlton School, 5.

Championship race (boys)—Jack Belcher, Annette School, medal.

Championship race (girls)—Elizabeth Culross, medal.

Sack race—A. Taylor, Carlton School, 1; E. Curry, Western-avenue School, 2; Henry McCann, Carlton School, 3; Arch. McKinnon, Carlton School, 4; Stanley Holloway, Annette School, 5.

Half-mile race—A. Davis, Western-avenue School, 1; R. Stead, Carlton School, 2.

Wheelbarrow race—Winter and Kennedy, Annette School, 1; E. Curry and M. Stirrett, Western-avenue School, 2; Carson and Carthy, Carlton School, 3; Roy Daughton and Scarlett, St. Clair-avenue School, 4; Taylor and Hisson, Carlton School, 5.

Relay race (girls)—Annette School 1, Carlton School 2. The first prize in this event was a cup.

Relay race (boys)—Western-avenue School 1; 2, not given; Carlton School, 3. For a cup.

Girls' obstacle race—Clara Bean, Western-avenue School, 1; E. Curtis, Carlton School, 2.

Boys' obstacle race—E. Stirrett, Western-avenue School, 1; 2, not given; A. Davis, Western-avenue School, 3.

Maypole—Western-avenue School 1, Carlton School 2.

Football—Annette and Western-avenue teams played one hour and a quarter, but no goals were scored, and the match will be played off next Saturday afternoon.

The total points secured by the various schools were: Western-avenue School, 62 points; Carlton School, 57 points; Annette School, 47 points, and St. Clair-avenue School, 5 points. Last year Carlton won the cup given for the largest number of points, but this year the cup goes to Western-avenue School.

The ground committee was composed of the following members of the public school board: W. J. Dalton (chairman), C. M. Hall, W. J. Wadsworth, A. B. Rice, W. J. Fullerton, J. F. Goodike, A. Kipling, J. McKim. Starters—C. F. Wright and T. H. Carter. Judges—R. Gourlay, W. Wilson, J. G. Wright, E. R. Rogers, J. T. Jackson, Rev. Mr. Tompkinson, F. C. Colbeck and Dr. Hackett.

The Junior Shamrocks went to Weston on Saturday and played a match with the team there. Each team scored five goals.

Mrs. William Harris, wife of the popular secretary-treasurer of the Collegiate Institute and public school boards, arrived at Liverpool, England, a week ago Saturday. The news reached Mr. Harris by letter on Friday. Mrs. Harris is visiting her father and mother, who are more than 90 years of age, in London, where they have resided for many years, and where her father, Joseph Predds, carried on business successfully until a few years ago, when he retired.

Dr. A. T. MacNamara of Davenport-road reported the theft of his bicycle to the police to-day. He was making a call at the corner of Edmund-street and Pelham-avenue about 9 o'clock last night, and left his wheel outside, but when he came out it had disappeared.

A special meeting of the town council has been called for Monday night to deal with the Union Stock Yards and other business.

A pair of white and brown sparrows have been hovering around No. 1 Fire Hall during the past month. The ordinary English sparrow is common enough everywhere, but white and brown sparrows have never been seen in this place before.

Rev. Robert Burns of Oshawa preached morning and evening in Annette-street Methodist Church to-day to large congregations. This being what is known as "Educational Sunday," special collections to the amount of $100 were asked for. The morning sermond was based on Ecclesiastes, vii., 12: "For wisdom is a defence, and money is a defence; but the excellency of knowledge is that wisdom giveth life to them that have it." In the evening the subject was "Dangers and Safeguards to Young People." Both sermons were practical, as well as helpful, and the service of song by the church choir, under the leadership of Wilbert Horner, was particularly good. Rev. T. E. Egerton Shore, pastor of the church, occupied Rev. Mr. Burns' pulpit in Oshawa Methodist Church to-day.

At the meeting of the Young People's Societies to-morrow evening, Prof. Dr. L. E. Horning of Victoria University will give an address on "Kipling." The meeting is public.

The firemen had a run this afternoon to a sidewalk on High Park-avenue, near Bloor-street, which was on fire. About 50 feet was badly scorched.

The Toronto Junction Gun Club disposed of the birds remaining from the previous shoot yesterday, with the following result: P. Wakefield 11, Dr. H. Mason 9, W. Wakefield 7, J. Hardy 6, P. Ellis 5.

Receipts of live stock at the Union Stock Yards ready for to-morrow (Monday's) market, are 75 cars of cattle, 2 cars of sheep and 2 cars of horses. The quality of shipping cattle is fair, while that of the butcher's class is first-class.

East Toronto.

East Toronto, Oct. 16.—In the Intermediate Football League yesterday on the home grounds, the Little Yorks defeated the Wychwoods by 3—0.

A number of townspeople visited the city this afternoon to witness the military parade, while many wended their way to the lake shore and the parks. Traffic along the Kingston-road and East Queen-street was very heavy. At no season of the year has the scenery in the many ravines to the east of the city offered more attractions than at present.

Notwithstanding the lateness of the season, new houses are constantly being projected in the town. Already this summer some 30 houses are under construction or already completed. The most successful year in the history of the town is the general verdict.

Ideal weather favored the reopening services of the Methodist Church at Wexford to-day, and at each of the services the attendance was very large. In the afternoon Rev. J. A. Rankin, ex-president of the Toronto Conference, delivered an eloquent address. In the evening Rev. J. A. Brown of Knox Presbyterian Church occupied the pulpit. Splendid music was furnished by the choir of the church, while the offerings at each of the services were most encouraging. On Wednesday evening Rev. C. O. Johnston of Toronto will deliver his lecture, "Love, Courtship and Marriage," in the church. Vocal and instrumental music will be furnished by Mrs. Helmer and string band.

North Toronto.

Nominations for the riding of South York will take place at the Eglinton Town Hall on Thursday, Oct. 27.

John Loudon of Victoria-avenue has rented his residence for a year during his absence on a health tour in California.

The Metropolitan Railway is making extensive enlargements to the terminal facilities at the C.P.R. crossing. The old brick residence on the C.P.R. property is being transformed into a waiting room, and freight warehouse, and full provision is being made for the loading and unloading of cars.

An organization meeting in the interests of W. F. Maclean was held at the Orange Hall on Saturday night. There was a good representative gathering of the town stalwarts, the candidate being present to meet his friends.

Newtonbrook.

A most enjoyable and largely-attended party was given by Miss Wice at her home, Finch's Corners, on Friday evening last. The house was superbly decorated for the occasion with flags and bunting, the end of the reception hall carrying a large banner, with the invitation, "Welcome All." One of the pleasantest features of the evening was Scotch and fancy dancing in full Highland costume by the four children of Jos. Middlebrook of Davisville. The McBride orchestra furnished the accompaniment for dancing, which was carried on well into Saturday morning. Everyone present voted Miss Wice one of the jolliest of entertainers.

Lamoroux.

Sale Register.—J. P. Ash, lot 31, rear con. 3, Scarboro (near Christie's Church), will dispose of his valuable farm stock, implements, hay, grain, roots, on Tuesday, Oct. 25. Mr. Ash is retiring from farming, and there will be no reserve whatever. Sale at 12 o'clock. Lunch provided. Dave Beldam, auctioneer.

FOSTER ON THE G.T.P.

In a critical review of the Grand Trunk Pacific contract on Saturday night Hon. Geo. E. Foster declared that the statement by Premier Laurier and Hon. William Paterson that the cost to the country would be only $14,000,000 was the biggest of fake assertions. Mr. Foster went into figures to show the financial burdens assumed by the government in a proposal into the acceptance of which it was forced against its own desires by the exactions of party followers, and declared that the building of the government portion from Moncton to Winnipeg would result in the biggest carnival of corruption. The designation "populist" as applied to those who favored government ownership was not in reality the taunt it was intended to be. Mayor Urquhart had been obliged at the crack of the party whip to forsake his principles of public ownership, for where was the difference between government ownership and public ownership?

THE ROBERT **SIMPSON** COMPANY, LIMITED

H. H. FUDGER, President
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STORE CLOSES AT 5.30 P. M.

Monday Oct. 17

Overcoats! Overcoats!

Every one of those sample overcoats we told you about on Friday we've sold and more wanted. We set our own custom tailoring people at work on six dozen so as to be ready for Tuesday, and we add fifty of the best value that can be produced by Toronto manufacturers. Our clothing man modestly says they're

ALL WORTH ONE-HALF MORE

than he had marked down for Tuesday. When you see them you'll say that's the truth, the whole truth and nothing but the truth.

Regular $10.00 and $12.50 value, on sale Tuesday at $8.45.

125 only Men's Fine Overcoats, made of a rich Oxford grey English cheviot, also in black ground with light stripe pattern, cut and made after the latest American models, the popular three-quarter length loose Chesterfield, lined with good Italian cloth, finished with silk velvet collars and sewn throughout with silk, sizes 36 to 44, good value at $12.50, on sale Tuesday at..... **8.45**

100 Men's Fancy Vests

Regular $2.50, $3.00 and $3.50, to clear Tuesday at $1.49.

The lot consists of fine English Tattersals, made up double-breasted style, also fine Fancy Silk Mixed Vestings, in neat figures and spot patterns, made single-breasted and lined with red flannel, sizes 34 to 44, regular $2.50, $3.00 and $3.50, to clear Tuesday at..... **1.49**

A Shirt Special for the Boys

The maker of these shirts used up the short lengths of the same material that he puts into his men's dollar shirts and offered the lot to us at a big price concession. The shirts are here and go on sale Tuesday morning at

TWENTY-NINE CENTS EACH

You'd consider these shirts splendid value at 50c, and they are certainly a big bargain at their new price Tuesday.

320 Boys' Neglige Soft Bosom Shirts, made from extra quality corded cambric, short ends of goods that men's $1.00 shirts are made from, neat patterns and colors, well made, broken lines, sizes 12, 12 1-2, 13 1-2 and 14, regular price 50c, on sale Tuesday, each..... .29

84 Men's Night Robes for winter wear; in the lot are small men's sizes only, in natural merino, pocket and collar, medium weight, well finished, also fleece-lined, in all sizes, sanitary wool fleece, extra length, heavy weight, soft and warm, pocket and collars, regular price $1.50, Tuesday, each.. .98

360 Men's White Cotton Shirts, made from fine imported shirting cotton, reinforced front, continuous facings, cushion neckband, short bosom, open back, double stitched seams, extra large bodies, made with cuffs and wristbands, sizes 14 to 18, regular price 75c, on sale Tuesday, each..... .49

DR. W. H. GRAHAM, Late of No. 193 KING STREET WEST

No. 1 Clarence Square, cor. Spadina Avenue, Toronto, Canada treats Chronic Diseases and makes a Specialty of Skin Diseases such as PIMPLES, ULCERS, ETC., ETC.

Private Diseases, as Impotency, Sterility, Varicocele, Nervous Debility, etc., (the result of youthful folly and excess), Gleet and Stricture of long standing, treated by galvanism—the only method without pain and all bad after effects. 184

DISEASES OF WOMEN—Painful, profuse or suppressed menstruation, ulceration, leucorrhœa, and all displacements of the womb

OFFICE HOURS—9 a. m. to 8 p. m. Sundays, 1 to 3 p. m.

FROM ACROSS THE SEA.

London, Oct. 15.—The Economist, in an article on the yield on colonial municipal stocks, says that Canadian municipal loans give smaller returns than Australian and South African, but there is a distinct difference in favor of the credit of Montreal as compared with Quebec and Toronto.

The Saturday Review, referring to the Laurier speech at Toronto, says that English free traders have so far had no such direct contradiction of their theory of colonial opinion.

The Manchester Courier asks: Is there no possibility of a real, instead of a fairy, tale of an offensive and defensive alliance, naval, military and commercial, between the Britons of to-day and the children of their fathers—the Britain beyond the sea? In a word, are our colonials foreigners or are they English people?

The London Globe says that Laurier, in common with a large section of the Unionist party at home, is unable to understand why a conference is not called at once. To take no preliminary steps in this direction until after the next election may be regarded by the colonies as being equivalent to a postponement sine die, and will, we fear, give them some justification for the belief that the reluctance to meet and discuss this question is all on one side.

The Pall Mall Gazette says that the enthusiasm with which Lord Minto's utterances at Montreal were received has an unmistakable significance.

The St. James' Gazette says that Canada cannot be expected to remain a devoted child of Great Britain if Great Britain neglects not only the duties of motherhood, but the call to self-preservation.

Captain and Three Perished.

Highland Light, Mass., Oct. 15.—In a furious northeast gale, the schooner Elwood Burton, Captain Williams, struck on Peaked Hill Bars, near the tip end of Cape Cod last night, and the captain and three of the crew perished. So fierce was the storm that the vessel was literally ground to pieces. After a long struggle in the heavy seas, the mate and two other seamen were rescued from floating wreckage by Captain Cook and his men of the Peaked Hill life saving station.

Fell Dead as He Shot.

Paris, Oct. 15.—Death in a very singular form has overtaken M. Alexis Guillorit, an official in the bureau of the mayor of Bourron.

M. Guillorit was an ardent sportsman, and while rabbit shooting near Fontainbleau yesterday he started two hares.

Discharging both barrels of his gun in rapid succession, he killed both animals, and simultaneously fell dead from heart disease.

A Former Governor Dies.

Ithaca, N.Y., Oct. 15.—Former Governor Alonzo B. Connell died to-day after a lingering illness of several months with Bright's disease, at his home in this city to-day, aged 72 years.

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$10 to $300 to loan on furniture, piano, on one to 12 months' time, security not removed from your possession. We will try to please you.

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