

CITIES

Followed by
fteen Inches
en Inches in

has moved rap-
central early to-
ity off the South
the wind at Black
city of 55 miles an
the Ohio Valley, the
Middle and South
Southern New
tonight in New
lake region, but
aren experts say,
with a tendency
temperatures in the
and the south,
that the storm will
all along the At-
port, Maine, to

CKEN

RIBERY

ITALIAN

Campaigners
otes of For-
oters

VESTIGATE

to Have Sup-
to Be In-
ated

of Italian voters
ical Mayor Hoeken
eipal elections?
prier in the To-
states that there
that the bribery
at the election of
clean-up of the

of friends have
and expect to have
will incriminate
es against Mayor
reet railway pur-
the probability
alleged to have
bery will be in-
that many of my
money," he said.
ortly would refuse
any case, they are
ers of the mayor
his policy. Such
tempted are parti-
to them. From
the three or four
is who received
to bribe the Italian
larger part of the

after the elections
of large sums of
be expended upon
of the week of
dual evidence was
y to knots of citi-
the results of the
matter dropped
a way that pre-
disclosures.

RES AT
AL MOVIES

ions Are Book-
Week at the
Theatres.

new feature will
to this week.
Theatre, Bloor and
ing attraction for
of the week will
el drama, entitled
"This Will Be the
for the first time
is expected that
sensations.

ure for the latter
will be "The Con-
terful prison story,
ile of which were
ue of The Sunday

heatre, West Queen
will head the bill
uesday. "The Case
will be shown for
city on this occa-

ght special features
own at the Bolshoi
at street, will be
the Night," a gri-
y featuring that
Marlon Leonard
chief feature of the
ay and Tuesday.

theatre is another
big feature. Their
ay will be "Star of
story of vengeance.
at this theatre will
ter of "Our Mutual
erical story. This
is very few which
change of program

C. R. JENKINS.
at 2.30, the funeral
who died suddenly
from a funeral of
ago, and whose
with twenty-four
on Sackville street,
family plot in St.

little Trinity Church
house, and the war-
ch was that of the
ch society the dead
representative of
Club and the Fair
at to the funeral, and
owers sent took two

greatest depth in
ite area 24,000,000

Your Choice will be a

GERHARD HEINTZMAN PIANO

GIVE the children the best piano possible. It is a mistaken policy to feel that any instrument is good enough. Give them a good piano and teach them to respect it as they learn to play it. A cheap piano fails completely to establish an understanding of true tonal quality. Furthermore, it soon loses even that degree of desirability which it may have had at first, and under the stress of constant "practicing" becomes steadily less valuable.

Buy the children a

Gerhard Heintzman

Canada's Greatest Piano

and leave them unhandcapped by any false standards. The GERHARD HEINTZMAN is a lifetime.

May we send you a handsome book, fully illustrated and describing this famous piano? Convenient terms arranged, and your present instrument taken as part payment at a fair valuation.

GERHARD HEINTZMAN

41-43 Queen St. West (Opposite City Hall), TORONTO

Head Office: 1001-1003
Next to Post Office

ON PARLIAMENT HILL

(Special to The Sunday World).

By Tom King.

OTTAWA, Feb. 14.—The event of the week in politics, of course, has been the publication of the report upon the National Transcontinental Railway by the royal commission consisting of Mr. F. B. Guthrie and George Louch-Staunton. From a newspaper standpoint it was a mistake for the government to feed out the report in sections before it was presented to parliament. A bomb is most terrifying when there is one big sudden explosion. Again, the press summary given to the correspondents was distinctly partisan and no doubt to that extent did injustice to the more judicial deliberance of the royal commission.

As yet the report has not been under discussion and its contents would require a review too extended and exhaustive for the weekly letter from Parliament Hill. What effect the findings of the commission will have upon the attitude of the Grand Trunk Pacific towards the N.T.R. with scarcely be hazarded. It has long been rumored that the Grand Trunk would insist upon a revision and re-adjustment of its contract with the government and will endeavor to be absolved from operating the road east of Cochrane. Possibly in the end we will have to link up the N.T.R. with the I.C.R. as part of our government railway system. Possibly the Canadian Pacific may take over the road, but certainly not at the extravagant rental imposed by its contract upon the Grand Trunk Pacific.

The scandal unearthed by the royal commission is gigantic, but no one will even hazard a guess as to what

will be done towards righting the wrong or punishing the grafters high and low who must have divided the loot.

During the week fair progress was made with the estimates, the house going into adjournment on Thursday and Friday. Mr. Hazen took the laboring oar and had little trouble. His deputies are old-time Liberals and the marine and fisheries department does not for some reason invite attack in the same way as some other departments. Then too, Mr. Hazen is a maritime province man and with the idiosyncrasies of our good friends down by the sea.

Mr. Cochrane, whose honesty and public spirit is above all question, has trampled on some corns in the maritime provinces and the opposition, no doubt, will question his estimates and ventilate many grievances or alleged grievances respecting the administration of the I.C.R. And, speaking of Mr. Cochrane, it will be amusing to find men who command the respect of the house by his many straightforward discussion of the rather unfortunate mess at Port Nelson. Hon. George F. Grahame also spoke sensibly and with great moderation in discussing the new road to the north and the problems involved in its construction, development and operation. As much cannot be said of some of the speeches delivered on either side during the debate. It was amusing to find men who had never been within five hundred miles of either place discussing the respective merits of Port Churchill and Port Nelson as a railway terminal and shipping entrepot. One thing was

certain and that is that if the government had selected Churchill instead of Nelson as the terminus, it would have said that Nelson was the place which should have been selected, and the average Conservative would have made the same arguments against Nelson which some of the Liberal back-benchers made this week. It will be remembered, however, that Mr. Graham, who really is competent to form an opinion unhesitatingly endorsed Mr. Cochrane's choice of Nelson as the terminus for the Hudson Bay system.

There is not much real debating in the house of commons, although speeches are plentiful. Nearly every controversial matter is discussed from the standpoint of party, and you know in advance how the great bulk of the members—practically all of them—will vote on division. It is upon such a supply a resolution is offered to the effect that forty below zero is cold weather it must be voted down because of the fiction that it is a government amendment to a government motion is equivalent to a want of confidence vote. The long-winded debates which last for a week or a month at a time in parliament consist mainly of set speeches to which no one replies and to which few pay any attention. To hear anything like crisp debating one must attend the railway committee. These speeches are made which aim to convince, with there is rapid firing and cross-firing between the members in which party lines are for the time ignored or forgotten. There have been two meetings of the committee so far this session, both well worth attending, and the point in dispute upon both occasions is likely to be debated before long on the floors of parliament and seriously engage the attention of Canada.

At last Tuesday's session of the committee, the Canadian Pacific Railway Company sought to have a charter extended which authorized it to build branches from its Calgary-Brampton line to the coal fields and the oil fields of Alberta. The bill was in the usual form, and extended the charter upon condition that work upon the new lines was commenced within two years and completed with five years' time. Mr. B. B. Bennett, a C.P.R. solicitor at Calgary, moved an amendment that the extension of time be conditioned upon the road construction within one year and completing the same in three. Briefly, he desired the long-standing two and five years' rule to be supplanted by a new rule of one and three. Mr. W. F. Cockshutt of Brampton, who wanted another extension for a railway charter which dated back to 1900, opposed the amendment, while Mr. W. F. Maclean of South York came to the support of Mr. Bennett with the declaration that the bill was under consideration, authorizing new branch lines and extending old charters in Saskatchewan. There was greater demand so far as the needs of the settler were concerned for speedy construction in Saskatchewan than there had been in Alberta, yet the committee reversed its ruling and permitted the old-fashioned two and five-year rule to remain intact.

The debate was interesting and at times amusing as the disputants waxed warm. Dr. Clark, the free trade statesman from Red Deer, said he was a ranchman by business and therefore perfectly satisfied to have his nearest railway station 15 or 20 miles distant. "I raise steers," said the doctor, "I want plenty of range for them to run upon. It is no trick for a man to sit on a horse and guide 20, 30 or 100 head of cattle 15, 20 or 30 miles to a railway

station. When my crop is ready I make it walk to the train." Dr. Clark by his speeches in and out of parliament has made his steers familiar figures in current Canadian history. They are not, however, slowly but by fast freight over the international boundary line. The Underwood tariff law sent the prices for Alberta steers soaring and the doctor, having tried free access to the American market, is calling out "Come in, the water is fine."

Saurey damp did not refer more often to our mythical friend Mrs. Harries than Dr. Clark to these far-famed steers. Imagine, then, his astonishment and dismay when Bennett of Calgary, goaded to desperation by the new rhetorical use to which these animals were being adapted, called out excitedly:

"I don't believe you own a single steer or ever did in all your life!" For a moment the doctor sat petrified, then he rose and with evident emotion appealed to the Calgary spell-binder to withdraw those dreadful words; but Bennett, having hinted that the doctor appealed to the committee, but the committee with the best of good will was unable to deal with the situation. Bennett hinted darkly at some burst of confidence on the part of the doctor in days gone by which accounted for his being so positive on the subject. The doctor denied that publicly or privately he had ever confessed himself to be a steerless man.

Col. Currie of Simcoe thought that railway construction was more needed in Ontario than in the borderless west. He declared, amid vehement cries of dissent from the western members present, that the railways in the west were in advance of settlement, that you could ride on a western train for fifty miles at a time without seeing a human habitation. Indeed he implied that the farmer sold out and moved as soon as he saw a railway headed in his direction and went back 20 or 30 miles to locate cheap land and begin demanding better transportation facilities. Every grain grower in Western Canada, according to the colonel, was demanding that the government build an elevator upon his farm and supply him with three transcontinental railways.

Hon. R. R. Emmerson suggested that it might be as well to cease chartering railway companies by act of parliament. In the United States, he said, the charters were issued under the General Companies Act, and the system worked out very well. Some of the western members pointed out that it was perhaps on this account that the American settlers were so easily victimized by the Canadian Pacific and other railway companies. Emmerson adopted the suggestion of a road they attached great importance to it and did not doubt that the road would soon be built. In some cases farmers had paid substantial prices for land 40 miles from a railway upon the understanding that a branch would be built immediately, and after waiting nine or ten years for the promise to be implemented had abandoned their holdings and come back to the States. There is no material with which to make wagon roads in the west, if Mr. Bennett and other western members are to be believed, so that grain must be transported by rail if it is to be sold at a profit. Just what the western provinces will do with the promise to have a high-grade bill is passed was not explained to the committee.

Unfortunately, the western members were not united in support of the aggressive policy of a shorter time for beginning and completing construction of railway charters, yet they were none too well pleased with Col. Currie's frank criticism of their section, or with the jibe from Mr. Nesbitt of the western members that Ontario farmers built handsome homes while the westerners merely scratched the soil and lived in shacks.

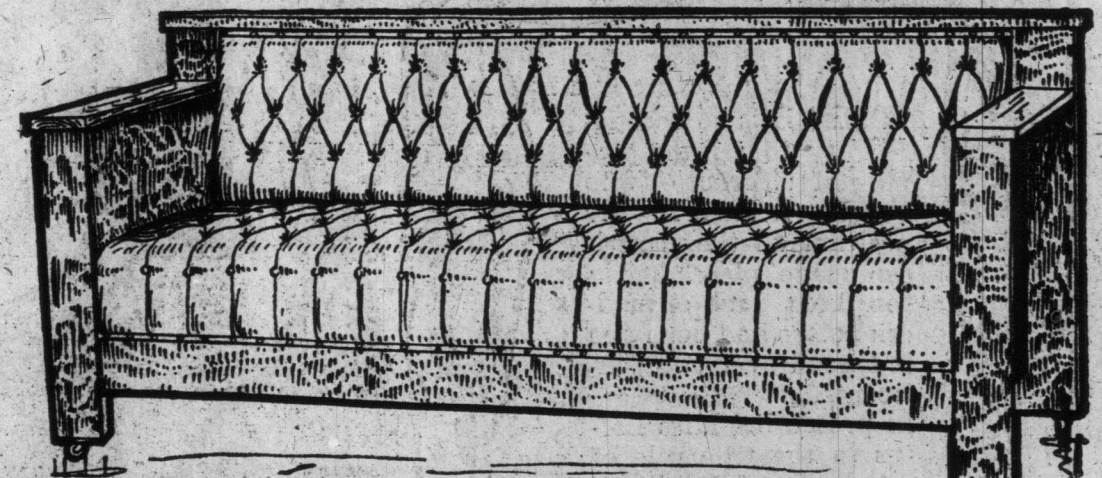
On Monday the house debated that curious shuffle of last summer by which the Canadian Pacific mail steamers, the Empresses, adopted Halifax as their port instead of St. John, N. B., while the Canadian Northern steamers, the Royal Edward and Royal George, transferred themselves from Halifax to St. John. The net result of this double somersault was declared by the prime minister to have been a negligible quantity so far as either city was concerned. If this be true everyone must regret the furious storms that swept the Bay of Fundy last autumn and no one more so than the government. If there has been no gain to Halifax or St. John, and no advantage to the Canadian Pacific or to the Canadian Northern, there has certainly been no advantage to the government. From the curious shuffling of feet which kept Halifax and St. John, N.B., at fever heat for many months with in-evidence, at least so far as St. John is concerned.

The rivalry between Halifax and St. John is of long standing and it would be dangerous for any one, even at this distance, to suggest a preference for either port. Just at present the facilities of both are inadequate. The harbor front at Halifax is intolerably congested and immediate expansion is made impossible by the navy yard and other property belonging to the imperial government. The new plan now being carried into execution transfers the harbor front much nearer to the sea, and gives over to shipping facilities a large residential district, but it will be some time before this plan, which is truly gigantic, can be carried out. The present harbor at St. John is small, but vast dredging operations are being carried out there, and it will be some time before the plan, which is truly gigantic, can be carried out. The present harbor at St. John is small, but vast dredging operations are being carried out there, and it will be some time before the plan, which is truly gigantic, can be carried out.

For obvious reasons the Dominion Government has long refrained from showing any predilection for either port. The Laurier government undoubtedly spent more money at St. John than it did at Halifax, but then the Halifax harbor had never required dredging, especially when its spokesmen at Ottawa were the leader of the opposition. With the advent of a Nova Scotia premier, Halifax may have expected, and Halifax is receiving generous treatment in the way of magnificent docks and terminal facilities. There has not been so much work at St. John, although it is fair to presume that Mr. Hays is looking after the constituency. It was because no government wished to discriminate between those loyal and somewhat conservative members of the House of Commons who are in the habit of sailing to St. John, each port complained of this requirement, and last spring when Postmaster-General Pelletier let a new contract for the carriage of the British mail it was stipulated that the subsidized steamers might sail either from

Every Home Should Own a Real Good Davenport-Bed

The Adams' Store Presents a Most Liberal Chance to Have One Easily



Monday We Offer 60 Only Genuine "Pullman"

Davenport-Beds at \$39.75 Each --Which Were Regularly Priced up to \$50.00

The Davenport—the genuine Pullman—is just like the illustration. It is a sturdy design, strongly constructed frames of solid oak, finished in golden, fumed or early English, as you prefer, also a few in mahogany finish. Best grade upholstery, coverings of first quality mohair or colombine. We will take orders Monday (to the number of 60) for these famous Davenports, price \$39.75, on the following easy terms:—

\$5 Down and \$1 Per Week

Davenport being delivered to you at once.

Each Davenport is equipped with a separate spring and mattress, which can be aired at will.

As a bed none of the upholstered section is used. Two simple turns of the seat and a full size bed is exposed to view.

Choice of Two Sizes

Either the full length Davenport, 7 feet long, or the Pullmanette size, 5 1-2 feet long. Both beds are 4 feet wide and 6 feet long when open.

Grasp This Chance Monday

We guarantee these Davenports for five years.



(The Adams Furniture Company, Limited)

CITY HALL SQUARE

Montreal or Quebec in summer, and from either Halifax or St. John in winter. The vessel, making Halifax its home remained at Halifax upon its return from England while the vessel waiting for the port of a British port was not compelled to stop at Halifax.

So far, so good. The Canadian Pacific steamers naturally belong to St. John, which is the eastern terminus of the Canadian Pacific Railway. The Canadian Northern and other companies having no railway facilities of their own in the maritime provinces were free to choose either port, and it happened that the Allan Line and the Canadian Northern settled on Halifax. But one day, last fall, it was suddenly announced that the crack C.P.R. steamers, the Empress of Britain and the Empress of Ireland, would make their winter sailings from Halifax giving St. John the go-by. This caused great dole in New Brunswick, and people began to inquire why it was that the Canadian Pacific, which had no line to Halifax, made that city its winter port. Then it came out that the Canadian Pacific had made a contract with the Intercolonial Railway to haul the freight at \$200 per train, and passengers at a rate which amounted to about \$2 per head. In short the Canadian Pacific, buying transportation wholesale got it for about one-half the price—in the case of passengers for about one-third of the price—which the ordinary citizen of Nova Scotia or New Brunswick had to pay. This agreement was made on behalf of the Canadian Pacific Railway by Mr. Bosworth, and on behalf of the Intercolonial by Mr. Gutelius, and synchronized with the general raise in railway rates all along the line of the I.C.R. Of course the charge was made immediately that the C.P.R. had been induced by the government to only hope that nothing will happen

remove the employees from St. John to Halifax and that the Indemnity was the Bosworth-Gutelius agreement, which, according to Mr. Emmerson, made the Intercolonial a mere pack-mule for the Canadian Pacific Railway Company.

They are fierce politicians down by the sea, and the citizens of St. John have local pride and municipal patriotism developed. The town fairly boiled over and a great deputation was sent post-haste to Ottawa. The government hesitated and paltered respecting the traffic agreement and St. John grew every day more sulky and morose. Then suddenly, like manna falling from the skies, came the glad tidings to St. John that the royal steamers of the Canadian Northern line would remove at once from Halifax and make their winter sailings from the port of St. John. St. John was puzzled, not entirely placated, but greatly mollified. They have the "reversible falls" near the city, and not Saul of Tarsus could change his views any quicker than a New Brunswick politician. But Halifax, busy burning red with the coming of the Empresses, was sorely puzzled and not a little chagrined by the abrupt departure of the Royal Edward and the Royal George. They seem to have known what was going to happen in St. John before it was known in Halifax. Indeed, the royal steamers were held across the Bay of Fundy before Mr. D. B. Hanna of the Canadian Northern would admit to the people of Halifax that their removal was even under consideration. Far fields are the greenest. St. John will be a good mother to the Royal Edward and Royal George, but they can never take the place of her lost Empresses. Halifax is taking the Empresses to her bosom, but she hankers after her lost boys, the Royal Edward and the Royal George, who have gone and are living at St. John. She can be induced by the government to only hope that nothing will happen

them, but meanwhile she is inquiring into the circumstances surrounding their abduction. Nobody in Halifax would believe that any vessel not out of its head or under duress would leave her post or the port of St. John, and therefore the suspicion that the Dominion Government brought pressure to bear upon the Canadian Northern and practically forced that company to bring consolation to St. John.

god many questions of public policy are involved in the whole matter which are far more important than the rival contentions of Halifax and St. John, but meanwhile neither city is any too well pleased, and each is inclined to think that the government in some way has favored the other. On the whole it looks as tho Halifax got the best of it and that the Intercolonial has favored the C.P.R., but there is no reason why other railways should not get as good terms providing the government intends to have dealings and go into partnership with railways and shipping companies which notoriously combine to bring about and maintain extortionate freight rates.

BRICK-LINED STEEL CHIMNEY 400 FEET HIGH

What is said to be the tallest steel smokestack is being constructed at Jerome, Ariz., reaching upward from the top of the foundation 400 ft. 1 in. It is lined with brick to prevent the flue gases from attacking the steel, and provides the connections for three flues. The chimney is 30 ft. in diameter inside the brick lining, and 30 ft. 8 in. inside the steel shell. The lining brick is supported on the legs of circular steel angles riveted to the inside of the shell, spaced 15 ft. apart. In this way any section of the lining can be replaced without disturbing other sections. The bell-shaped top is 60 ft. in diameter.



Were You Caught Without Heavy Clothes?

Come in and get them now—

One Month SALE

and **CREDIT**

Terms to All

NOTHING DOWN

You Just Pay

\$1 \$2 \$3

Every Week

10% Off Within 30 Days

D. MORRISON

The Credit Clothier

318 QUEEN WEST

OVERCOATS SUITS for BOYS AND GIRLS Men's OVERCOATS SUITS and BOOTS AND SHOES Women's COATS and SUITS and FURS