The Toronto World.

NO. 83 YONGE-STREET, TORONTO.

Daily World, in advance, $6 per year.
Sunday World, in advance, $2 per year.
Telephones: 292, 253, 254. Private Branch Exchange connecting all departments.
Hamilton Office: W. E. Smith, Agent, Arcade, James-street North.
London, England, Office: F. W. Large, Agent, 145 Fleet-street, London, E. C.

THE WORLD OUTSIDE.

The World can be had at the following News Stands:
Windsor Hotel.....Montreal.
St. Lawrence Hall.....Montreal.
Peacock & Jones.....Buffalo.
Ellicott-square News Stand.....Buffalo.
Wolverine News Co.....Detroit, Mich.
Agency and Messenger Co.....Ottawa.
St. Denis Hotel.....New York.
P.O. News Co., 217 Dearborn-st., Chicago.
John McDonald.....Winnipeg, Man.
T. A. McIntosh.....Winnipeg, Man.
McKay & Southon..N. Westminster, B.C.
Raymond & Doherty.....St. John, N.B.
All Railway News Stands and Trains.

ADVERTISING RATES.

15 cents per line—with discount on advance orders of 20 or more insertions, or for orders of 1000 or more lines, to be used within a year.
Positions may be contracted for subject to earlier contracts with other advertisers. Positions are never guaranteed to any advertisements of less than four inches space.
An advertiser contracting for $1000 worth of space, to be used within one year, may have, when practicable, a selected position without extra cost.
Inside page positions will be charged at 20 per cent. advance on regular rates.
All advertisements are subject to approval as to character, wording and display.
Advertisers are free to examine the subscription lists at any time.
"Want" advertisements, one cent a word each insertion.

TRANSCONTINENTAL RAILWAY PLANS.

The railway favored by Sir Sandford Fleming is nearer to the Trans-Canada route than to the Grand Trunk Pacific. Its eastern terminus would be Quebec. It would run north instead of south of Lake Winnipeg. The difference is very great. Norway House, which is the middle of Sir Sandford's three points, is in the same latitude as the northern part of James Bay, and a Hudson Bay seaport is a part of his plan. It is a more thoro-going plan than the Grand Trunk Pacific, ignoring the great lakes entirely, and keeping the northern route all along the line. It appears on the map to be as near a straight line as possible from Quebec to Fort Simpson, and as a military line it is free from the weaknesses of the Grand Trunk Pacific, which dips down near to the boundary south of Winnipeg and also in the Maritime Provinces.

It is difficult to see how The Globe can support this project and at the same time support the Grand Trunk Pacific. The country will hardly build both, and the government must make a choice between the two. If The Globe is backing Sir Sandford's scheme with the approval of the government, it means a virtual abandonment of the Grand Trunk Pacific; if the Grand Trunk Pacific is proceeded with the more daring project will be indefinitely postponed.

Neither plan provides for the present needs of the northwest, more ample facilities for moving the grain and carrying supplies to settlers. There something must be done quickly, and that means a widening of the present channels of communication rather than the creation of new ones. The objection to Sir Sandford Fleming's plan, as well as to the Grand Trunk Pacific, is that while it will be enormously expensive, it will not give the immediate relief that the country requires.

This is not to say that the enterprise is without good features. It may be built at some future time, after the present requirements have been met. The filling up of the gap between eastern and western Canada is a desirable object; and it is certainly well worth while to test the feasibility of the Hudson Bay route for carrying grain to Great Britain. But these objects can be attained without committing the country all at once to the project of a railway from Port Simpson to Quebec, thru an unsettled country.

Sir Sandford Fleming's speech is a vindication of those who, like the Hon. A. G. Blair, thought that time should be taken to consider the Grand Trunk Pacific scheme. It is surely worth while to take a little time to consider so important a point as whether the line should pass north or south of Lake Winnipeg. If we are looking for the minimum of length and the maximum of military security, we must choose Sir Sandford's line, and it would be folly to proceed with the other. If we are looking for immediate relief for the west we want the improvement of existing facilities rather than an entire transcontinental railway. Sir Sandford Fleming's speech strengthens the argument for delay and further consideration. The advocates of a new transcontinental railway must agree on the salient features of their plans before they can ask for the support of the people.

LIBERALS UNFAIRLY BOUND TO THE CORPORATIONS.

The World directs the attention of the Liberal corporation press in Toronto to the statement of the Liberal Kingston Whig, in which it tells the government and legislature that a remedy for the present conditions [suspension of the street railway service by the company] is possible and is expected by the people of Kingston. The Whig shows that once before the legislature saw fit to interfere with the so-called "sacred contract" between the horse car company and the city, and it can do so again. Where these corporation journals insult the intelligence of Liberals is in professing to be Liberal; they are simply corporation mouthpieces. The whole Liberal party is in shackles to corporation interests by the fact that the Liberal governments at Toronto and Ottawa are too intimate with the companies and that the ownership of most of the leading Liberal papers has passed into corporation ownership. The rank and file of the Liberals are for the people, and are for public ownership; their leaders and the bulk of the leading papers that profess to speak for them are in the service of the corporations.

The Liberal party is going down to certain destruction because of these conditions, and it deserves to. There is only one safety valve and that is for the Liberals, as a body, to repudiate these leaders and journals.

Why do the Liberals of Ontario continue to stand this state of affairs? Surely they see by this time how they are being used to build up the power of corporations in the ownership of monopolies that unjustly overcharge the people. For fifty years they have professed to be the party of the people. If they find professed Liberal papers repudiating Liberal principles, let them ascertain who own the papers in question and they will be able to account for the change.

The World regrets to notice that the power of the provincial press in Ontario is steadily on the wane, both daily and weekly papers, and we believe this is largely due to a lack of courage to speak out against the political crimes of professed leaders in politics and in the press. Why should the lesser papers be dragooned into silence when they know that the greater papers have passed into corporation ownership? When they see a Liberal newspaper, however influential it may have been, desert Liberal principles and desert the cause of the people, let them call a halt and demand of the suspected newspaper a statement as to its ownership. If even two of the provincial Liberal papers in the province had the courage to repudiate these corporation alliances, there would be a marvelous change in a short time. A provincial party press imbued with a spirit of independence would be the salvation of its party.

George Brown's paper, when George Brown owned it, fought the battles of the people; to-day George Brown's paper pretends to be for the people, but fights for corporation interests every time.

THE GOVERNMENT MUST ME RESPONSIBLE.

Attorney-General Gibson has declared in favor of the appointment of a provincial board, to supervise and investigate the provisions of all intended corporations, private and public, and the issue of stock and bonds, and examine into all agreements between municipal councils and corporations operating public utilities, so as to prevent their being unduly to the advantage of the companies concerned. Attorney-General Gibson deserves credit for knowing enough to get inside when it rains. He sees the storm coming, and he proposes to build a shelter in the form of a provincial board. It was only a week ago that The Globe was contending that the legislature had nothing to do but formally ratify any contract that a municipality might make with a private corporation.

To thoroly appreciate how lame The World's conclusions are, it is only necessary to substitute the City of Toronto for the City of Kingston. The City of Toronto not long ago submitted a bargain with a street railway company for the ratification of the legislature. A council has not power to grant a charter for more than twenty years. In making a thirty or forty year bargain, therefore, it is necessary to get the agreement between the parties incorporated in an act of the legislature. It is almost wholly a formal proceeding, but necessary. What would have been thought had the legislature, after Toronto had driven its bargain with the promoters, taken advantage of the formal submission to its jurisdiction to make considerable changes in clauses of the agreement? It would have been called a meddlesome body, and very properly so. Yet this is what The World and Telegram argue should have been done when Kingston submitted the agreement for the formal ratification of the legislature.

Mr. Gibson now proposes that this very meddlesome thing shall be done, not by the legislature, but by a board to be appointed by the legislature, or by the government with the sanction of the legislature. The government abandons The Globe's idea that the municipalities must drive their own bargains with private corporations. It admits that the bargains must be revised and the municipalities protected. It admits that this process of revision and protection is not meddlesome, but wise and proper. But it will not take the responsibility of revision and protection. It would hand those duties over to a board, responsible to nobody. The government is just beginning to yield to the force of public opinion. Its nominated board could defy public opinion, and even if honest might be prejudiced in favor of the view of the corporations.

The true remedy is for the government frankly to recognize its own responsibility, and to aid the municipalities with all its power and with all the skill of its legal officers. At the same time the legislature should empower the municipalities to take over franchises for power, lighting, street railways, etc., on fair terms. It should make it a crime for the agents of a corporation holding a franchise to use corruption or undue influence in elections. In extreme cases the charter should be forfeited. But in any case we must retain the responsibility of the government and the responsibility of the legislature.

RAILWAYS SEVERELY TRIED.

The severe winter has put an enormous strain on railway employes, and the sympathy and consideration of the public ought to be extended to engineers, firemen, conductors, section men and all others employed in running the trains and keeping the roads in order. The strain has been enough to break men down and make them lose heart, and they deserve praise for bearing up so well. Passengers have suffered much; employes of the railways have suffered more.

Machinery is breaking down, and accidents are happening that are not reported. The lesson for the traveling public is to accept the situation and postpone any traveling that can be postponed. The railway companies must be prepared for the possibility of another such winter, and provided with all the known means of contending against frost and snow.

That yarn about the Russian fleet sinking four Japanese battleships was clearly a bear story.

Delays are dangerous, but not to the offenders who are interested in the civic investigation.

The Japanese attempts to send fire ships into the Russian fleet at Port Arthur will cause the St. Petersburg press to brand the Japs as one of the most dangerous gangs of incendiaries in the far east.

Four Years for These Fellows.

Kishineff, Feb. 25.—Two brothers named Petreske were placed on trial here to-day, charged with having taken part in the Jewish massacres. Each was sentenced to four years' penal servitude. The damages claimed in this case were not allowed.

A REMEDY IS EXPECTED.

Kingston Whig: Some people are earnestly canvassing the position of the legislature upon the street railway question. They ask, Will the house do anything? Will it respond to the petition of the city for remedial legislation?

It certainly acted in 1893. Then the railway company and the civic committee—a strong one and composed of some of the best business men—failed to agree. The company had a perpetual charter for a horse car service. It was anxious to hold this franchise. The parties to the case failing to reach a settlement on the points between them—the length of the franchise, the repair of the streets, etc.—the private bills committee of the legislature took the issue up.

The chairman, with the concurrence of the committee, which was practically unanimous, suggested that the franchise be one of forty years, and that the city keep the streets (including that part of them which is occupied by the railway track), in repair for fifteen years. The suggestion being tantamount to a command, or being as binding as a law, was acted upon by the city, and the agreement followed. Of course it was finally passed by the legislature, but in essence, in its essential features, it was the proposal of the private bills committee.

Now the power which impressed its way upon the council in 1893 can impress its way upon the company. It does not appear that the legislature understood that the cars could be operated spasmodically and according to the humor of any person. They, for the sleighs referred to in the agreement, were expected to be in use regularly. To be sure a storm or a strike may disturb the service temporarily, and the legislature, in attaching a penalty for non-service, may provide for this. But a remedy for present conditions is possible, and it is expected.

A SLIGHT CHANGE

Hamilton Spectator: Standing on the earth, we naturally think that the sun moves, and no doubt there is a similar delusion as to movements between Mr. Gamey and the Liberal journals. While he was an active politician in the Liberal ranks they spoke of him only in terms of the highest praise. Then there came a change, and he exposed the corruption in the Liberal government. He became everything that was bad, and no abuse was too strong for him. Robert Rascal Gamey was the common rendering of his familiar initials. Was it Mr. Gamey or the Liberal journals that changed? Mr. Gamey evidently thought the change was in his journalistic critics, and they no doubt thought it was in Mr. Gamey. Wherever the change, he became deceitful above all things and desperately wicked, and his iniquities increased when he took the stump in the interest of the Conservative party.

This is an extract from The Toronto Globe of this morning, with Mr. Tarte's name changed to Mr. Gamey, and the word Conservative changed to Liberal.

MANCHESTER SHIP CANAL.

London, Feb. 25.—The report of the Manchester (England) Ship Canal Company for the half year ended Dec. 31, 1903, has come to hand. The statement shows net receipts for the half year of £207,603, approximately $1,038,015, and a net revenue of £101,517, or about $507,585.

Interesting statistics accompany the report showing that during the half year the toll paying tonnage of 2,011,000 tons (of 2240 pounds) passed over the canal, an increase of nearly 200,000 tons over the half year ended Dec. 31, 1902 the full year 1903 the total canal tonnage was 3,846,895, of which 3,554,636 was sea borne traffic and 292,259 tons were local barge traffic, an increase of 417,288 tons for the year.

In 1894 the total traffic of the Manchester Canal was 925,659 tons, of which 686,158 was sea borne and 239,501 barge. The traffic has shown a steady growth since that date, until, as stated, it reached 3,846,890 tons last year.

LIFE FOR LIFE.

Kittanning, Pa., Feb. 25.—Harry A. Zillafro was hanged here to-day for the murder of his wife. He was 21 years old.

Pittsburg, Pa., Feb. 25.—John Conroy, convicted of killing his wife while she was asleep, was hanged in the jailyard to-day.

New York, Feb. 25.—Martin Ebolt was found guilty to-day of the murder of his wife, and sentenced to be electrocuted at Sing Sing during the week of April 11.

Francesco Raffo, convicted of murdering Special Policeman Maurice Ahearn, was also sentenced to be electrocuted at Sing Sing the same week.

Can Beat the Yankee Laborer.

Washington, Feb. 25.—"Do you mean to say that the Scotch, the Irish or the English laborers in the shipyards at Glasgow can do 60 per cent. more work with the same tools and in the same time than can be done by American shipyard workers," demanded James O'Connell, president of the International Association of Machinists, of Wallace Downey, a New York shipbuilder, and representative of the New York Metal Trades Association, during the progress of a hearing to-day on the 8-hour bill before the house committee on education and labor. "I do mean to say that most emphatically," answered Mr. Downey.

Faversham Must Pay.

New York, Feb. 25.—Supreme Court Justice Truax refused yesterday to reduce the amount of alimony which William Faversham, the actor, has to pay his former wife, Mrs. Marian M. Faversham. The decree of divorce, which she obtained, carried with it alimony at the rate of $3200 a year. Faversham has since married Julie Opp, and he asked the courtto reduce the alimony on the plea that he found it hard to support both women at once.

Middleton—Burnham.

On Feb. 24 at the home of Alfred Middleton, father of the groom, at Scarboro Junction, Vincent A. Middleton was married to May Edith Burnham daughter of Benj. Burnham. The groom was supported by his brother Ed, and the bride by her sister Mary. There were about 100 guests present. The Rev. W. E. Gilroy of Broadview Congregational Church performed the ceremony. The honeymoon trip was made to Orillia.

Secretary of Hatters Dead.

New York, Feb. 25.—John Phillips, secretary of the National Organization of Hatters of North America, and well-known in labor circles thruout the country, died at his home in Brooklyn to-day. He was a member of the National Civic Federation.

Sturgeon Falls Paper Plant.

One of Premier Ross' callers yesterday was John Craig, a director of the Sturgeon Falls Pulp & Paper Co. He was accompanied by W. S. Calvert, Liberal whip of the house of commons. The company is now putting out 50 tons of paper a day, and is contemplating doubling its plant. About a million and a half of money has been expended.

Charged With Stealing $104,000.

Boston, Feb. 25.—Wallace H. Ham, manager of the Boston branch of the American Surety Company of New York, treasurer of St. Luke's Home for Convalescents, Roxbury, and until recently treasurer of St. Paul's Episcopal Church here, was arrested to-day, charged with larceny of $104,000 from the Surety Company.

Failed to Effect Purpose

But Japanese Showed Daring

Fight Lasted Four Hours

Two Russian Cruisers Chased the Torpedo Flotilla That Tried to Block the Harbor of Port Arthur.

Port Arthur, Feb. 25.—At about 1 o'clock yesterday morning the Japanese made a desperate attempt to block the entrance of the inner harbor and dock. With this object four merchant steamers, accompanied by torpedo vessels, were sent from two sides towards the entrance of the channel. The movement was perceived by the Retvizan, which was lying in the channel, and which opened fire immediately.

At the same time the guns of the forts on the Tiger peninsula, Golden Hill and Electric Cliff, were turned upon the enemy and a furious cannonade ensued, lasting until 5 in the morning. Then the firing slackened and became desultory. The Japanese had failed to effect their purpose.

All four steamers were sunk. They are lying in the following positions: One behind Golden Hill; one near the Retvizan; two between the entrance of the channel and the Laothioshan peninsula. Two of the vessels are still burning.

The cruisers Bayan and Novik pursued the Japanese torpedo flotilla. It is said that one of the torpedo boats was sunk.

At about 9 a.m. Feb. 24 a Japanese squadron of considerable size approached Port Arthur, and the Bayan and the Novik were ordered to face the Japanese ships, which, however, did not open fire, and afterwards steamed away in the direction of Port Dalny. The cruiser Pallada has entered the dock here.

Seoul, Feb. 25.—Russian videttes advanced guards have cut the telegraph wires between Anju and Pingyang.

Nagasaki, Feb. 25.—The Japanese government has seized 670 tons of mess beef which was shipped from San Francisco on the steamer Corea Feb. 2, and which was consigned to the Russian government at Vladivostock.

St. Petersburg, Feb. 25.—The czar has telegraphed warm congratulations to Viceroy Alexieff and the entire Russian squadron at Port Arthur on the manner in which they repulsed the latest attack of the Japanese.

St. Petersburg, Feb. 25.—The battleship Retvizan and Cesarevitch will be temporarily employed at Port Arthur as guardships. It has been found that the necessary repairs can be made only at Vladivostock.

Seoul, Feb. 25.—Yi Yong Ik, who was formerly minister of war and practically the dictator of Corea, and considered a friend of Russia, was taken by the Japanese when they entered Chemulpo, and on the same night put on board of a warship, which took him to Japan. He went on board in court dress.

London, Feb. 25.—6.05 p.m.—The British foreign office has received an official despatch saying that not one of the Japanese torpedo boats was injured in the attack on Port Arthur of Wednesday, Feb. 24.

London, Feb. 25.—A special despatch from Hongkong says the British admiralty officials are serving out clothing to the Russian sailors rescued at Chemulpo, Corea, and that the crews of the vessels forming part of the British squadron have given half a day's pay to provide luxuries for the Russian wounded.

RAILWAY PLANS SHOULD [illegible] BY SURVEYORS

[illegible]

ment Concrete Sidewalks," which he strongly recommended, in the face of the increasing cost of wood and the necessity for a permanent material. In Hamilton, 96 miles of this walk has been laid in five years, Mr. Barrow added some suggestions as to the position, the grade and the fall which sidewalks should have.

The reports on exploration and polar research were taken as read, and A. R. Davis read a useful paper on reciprocity between land surveyors' associations as to examinations.

At 2 o'clock the legislative committee's report was presented by Villiers Sankey. An animated discussion ensued upon the points raised. It was stated that some very loose methods were observed in the filing of plans by certain railways. Under Dominion charters, engineers had the privilege of signing the plans. Under provincial charters, the plans have to be signed by surveyors.

Where Land Damages Arise

"It is not the land you take from the farmer, but the way you cut him off from the rest of his farm, and the consequent damages, that is of importance to him," said Major Sankey. Plans should be signed by provincial surveyors, as some were submitted to the railway committee which did not represent true surveys, and it was not in the interest of the public that such practices should continue.

Many surveyors had been greatly inconvenienced by the unreasonable conduct of the men they employed. Not only the surveyor is out of pocket but the public service had suffered. Some remedy should be had, for the surveyor was at the mercy of his employes, and Major Sankey suggested that the Commissioner of Crown Lands be approached and some enactment obtained. He did not want a one-sided agreement, but there should be some penalty for men who leave their employment without reason.

The report was adopted and ordered to be printed.

C. A. Jones is President.

A resolution or regret on the death of John McAree was carried and ordered sent to his family. The secretary was granted a sum of $250 for his services; the auditors received $5 each, and the retiring president was accorded a vote of thanks.

C. A. Jones, Petrolea, was elected president; J. W. Tyrrell, Hamilton, vice-president; Captain Killaly Gamble, secretary-treasurer; J. F. Whitson and W. A. McLean, auditors. Two members of the council are to be elected by letter ballot, the nominations being P. S. Gibson, E. T. Wilkie, Thomas Fawcett, M. Gaviller, C. C. Fairchild, L. V. Rorke and James Robertson. The other members of the council are: Hon. E. J. Davis, Alex. Niven, A. J. Van Nostrand, G. B. Kirkpatrick and Villiers Sankey.

JUDGMENTS IN COUNTY COURT.

A higher court will be asked to decide the right of the press to publish advertisements of betting firms, Judge Winchester giving no decision in the case against The World, but sending the issue higher.

The appeal of Frank J. Sabine, jr., against conviction for selling candies on Sunday was dismissed.

The case against Frederick Johnston for breach of the lottery act was dismissed, and so too the conviction of Magistrate Kingsford against Robert Gooding, a plumber, who made repairs without having a license, it being held that a license was not needed for repair work.

The appeal of Jud David and Wm. Barry of North Gwillimbury who were fined in a house renting and vacating case, was allowed.

To Set Aside Bond Issue.

Montreal, Feb. 25.—The liquidator of the James Cooper Manufacturing Company, Limited, has entered an action, having for its purpose the setting aside of the bond issue of $200,000, against which the Canadian Bank of Commerce made an advance to the company amounting to $100,000. If this action is maintained it will mean that the Canadian Bank of Commerce will rank on the estate as an ordinary creditor instead of a secured one.

Plunged Into Empty Tank.

Ithaca, N.Y., Feb. 25.—Assuming that the swimming pool in the Cornell gymnasium was full of water, Coach Hugh Jennings of the Cornell baseball team to-day leaped in on the hard floor of the tank, and received a wound on the back of his head and a wrenched wrist.

What Became of the Bishop?

Rochester, N.Y., Feb. 25.—Considerable interest is felt here over the news that the steamer Corea has been seized by the Japanese, as Bishop Thos. A. Hendrick, the new bishop of Cebu, P.I., formerly of this city, was a passenger on the vessel en route to his new station.

DR. A. W. CHASE'S CATARRH CURE ... 25c.
is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

INVESTIGATION GOES ON JUDGE CAN LIMIT SCOPE

Justice Britton Dismisses Lane Injunction—Summons Issued for Powers, D.R.O.

The civic investigation will be resumed this morning. Mr. Justice Britton has decided that Richard Lane's objections to the enquiry were not of sufficient importance to warrant the granting of an injunction, and the motion was dismissed with costs. His lordship's judgment is that:

"The council say, or it is a fair inference from what is said by them, that the matter of the election is connected with the good government of the municipality. Whether the council said so or not, it is in my opinion such a matter. If the election can be so conducted that the will of the people who vote was or can be thwarted by any illegal practices, there is something connected with that part of the public business of the municipality that may very properly be the subject of inquiry and investigation.

"The resolution was not well drawn, but such as it is, it in my opinion gives to the county judge as persona designata, authority and jurisdiction to enquire into the election of members of the Toronto City Council and Board of Education on Jan. 1, 1904, and to report to the council the result of the enquiry and the evidence thereon.

Judge to Admit Evidence.

"It will be for the judge to say, within limitations which I cannot on a motion of injunction find, what he will admit as evidence. If witnesses do not complain, or if they do not take steps to protect themselves, if illegally or improperly treated, it is not open to some one else merely on his own behalf to step in and stop a legitimate enquiry, because of some alleged wrong either in the admission or rejection of evidence, or in going beyond the scope of the commission on the part of the judge or counsel in conducting the enquiry.

"It was urged with great force by counsel for plaintiff that the defendants should be restrained from making an examination of the ballot papers relating to the last municipal election. I do not know what power the county judge has under his commission from the city council to order an inspection of these ballots. Inspection of the ballots is provided for by Section 189 of the Municipal Act. It may be had under the order of the court or a judge of competent jurisdiction upon satisfactory evidence on oath that the inspection or production of the ballot papers is required for the purpose of maintaining a prosecution for an offence in relation thereto, or for the purpose of taking proceedings under the Municipal Act in contesting an election or return.

Witnesses Have Rights.

"It was stated in argument that Judge Winchester holds that section 255 of the Municipal Act applies to the investigation, and that no witness can be excused from answering, altho the evidence of such witness might tend to incriminate him. Assuming that to be so, and that the judge and the counsel for the city are wrong in supposing that section 255 applies to this investigation, I do not think that is a reason for granting an injunction.

"It is not for this court at this stage and on this motion to say what evidence shall be admitted, or how witnesses shall be examined, or otherwise dealt with. Witnesses have their rights as well as counsel, and means can be taken for their protection if their rights are invaded."

Thompson in Box To-Day.

Mr. Riddell was unable to return from Cobourg last evening as the train was cancelled, owing to the storms, but is expected to arrive in the city at 10 o'clock. Failing his arrival, it is hardly likely the investigation will be at once proceeded with, but will await his appearance, as Sam Thompson is to be the witness of the day. As Judge Winchester is to open the general sessions on Tuesday, an adjournment of the investigation on Monday will be necessary.

Summons for Powers, D.R.O.

A summons will be issued to-day for E. W. Powers, inspector in the civic building department, who was the D. R. O. in sub-division 23 of ward 3. Crown Attorney Curry has discovered many irregularities in that booth. The police canvass shows that three of those recorded as having voted for both aldermen and board of control stated that they voted for board of education only. They are: Jeanette Forbes, 425 Yonge-street; Catharine Woodruff, 425 Yonge-street, and Eli Lent, 203 Mutual-street.

The following, who are recorded as voting, cannot be found: John Regan, 222 East Gerrard-street; Thomas H. Peal, 74 East Gerrard-street; Jas. A. Henry, 14 McGill-street; D. Johnston, 106 McGill-street; John Withers, 49 Ann-street; G. J. Stanley, 81 Carlton-street.

These voters are out of town and cannot be found: Alfred Parks, 31 1-2 Ann-street; Dr. Price Brown, 37 Carlton-street, and Fannie Playter, 47 Carlton-street.

Miss Evangeline Booth, commissioner of the Salvation Army, will give another address in the Association Hall on Sunday night on "The Grand March Past."

THE T. EATON CO. LIMITED
190 YONGE STREET, TORONTO.

Men's Day in Made-Up Goods.

The question of a new suit for spring is full of interest to men. After a hard winter's wear the old one is sure to show signs of wear and tear, making a Spring suit a necessity. Our new stock of Spring clothing is an excellent example of fine tailoring. All from our own factory. Made and finished in a manner equal to best custom made goods.

Men's Suits Saturday

Men's Suits; four-buttoned sack shape, made of all-wool, worsted cloth, cheviot finish, dark neat checked patterns; first-class linings and trimmings; sizes 36 to 44. Regular $9.00 suit. Saturday... 5.49

Men's Suits; single and double-breasted; all wool English worsted serges, navy blue and black, good linings and making; sizes 36 to 44... 8.00

Men's Double-Breasted Sack Suits; imported English serges, hard finish; navy blue, pure Indigo dye, fast color; best Italian body linings; all sizes... 10.00

Men's Suits; navy blue and black English clay twill worsteds; single or double-breasted sack shapes, heavy Italian linings, best making; all sizes, from 36 to 44 chest... 10.50

Men's Clay Twilled Suits; imported English cloths, in navy blue and black; fast colors; coats made single and double-breasted, best trimmings; all sizes... 12.50

Men's Black Suits; four-button single-breasted sack and 3-button cutaway styles; imported Venetian cloths; best Italian body linings; sizes 34 to 44 chest... 15.00

The Suit for Your Boy

Youths' Suits; long trousers; single and double-breasted; the cloth is all wool, black and navy worsted serge, hard twill finish; the trousers are cut medium narrow leg; good trimmings; size 32, $7.00; 33, $7.50; 34, $8.00; 35... 8.00

Youths' and Young Men's suits; single and double-breasted; navy blue and black clay twilled English worsted; fine finished cloth; first-class trimmings; 32 $9.50; 33 $10; 34 $10.50; 35... 10.50

Boys' Special Suits in all-wool navy blue and black worsteds and serges; single and double-breasted styles; good linings throughout; sizes 27 to 33-inch chest; special... 5.00

Boys' 3-piece Suits in dark brown mixed English tweeds; single-breasted; well made and trimmed, sizes 27 to 33... 3.00

Boys' 2-Piece Suits, in dark patterned imported tweeds and navy blue serges; single and double-breasted styles; Italian cloth lining; sizes 23-24, $2.50; 25-26, $2.75; 27-28... 3.00

Boys' Sailor Suits; in navy blue, all-wool worsted serge; deep sailor collar; trimmed with six rows silk braid; self front; silk tie; sizes 21 to 26 inch chest... 4.00

Derby and Fedora Hats

These cuts represent our Genuine English Fur Felt Derby and Fedora Hats, manufactured by one of the leading makers of England; they have Russia calf leather sweat bands; pure silk trimmings; colors black and dark brown... 1.50

Advance Styles in Men's English Stiff and Soft Hats, with medium wide brims, full and tapered crowns; raw and bound edges; good Russia calf sweats; silk trimmings; colors black and seal brown... 2.00

Boys' and Girls' Headwear

Boys' and Girls' Tam-o'-Shanters, with plain, wired and soft tops; streamers on side; in plain serge and cloth; colors cardinal, scarlet, navy blue; 50c and .75

Girls' and Boys' Scotch Knit and Velvet Glengarry Caps, in blue and black; 25c, 35c and... .50

Boys' Turbans; made in fine navy serge and assorted tweeds, at... .25

Boys' and Girls' Varsity or Eton Caps, in fine quality blue or black serge; silk lining, at... .35

Shirts, Neckwear and Underwear

Men's High-Class Colored Shirts for spring. This lot includes all the newest American fabrics, and they are made up in New York's best styles of stiff bosom, open back and front, with separate link cuffs, newest neat figures, stripes and combination effects, sizes 14 to 17 inch neck measure; they are the over-makes of one of New York's best manufacturers, and would sell in the regular way at $1.25, $1.50 and $1.75 each; Saturday... .98

Men's Fine All-Wool Sweaters, fancy pineapple weave, deep roll collar, close ribbed skirt and cuffs, navy, black and white; these are slightly imperfect, and sell in the regular way at $1 each, Saturday .69

Men's Neckties, fine imported silk and satin, made in our own best style of large flowing end shapes, dark and medium shades, neat figures, 50c lines, Saturday... .25

Men's Fine Four-ply Linen Collars; straight band shape; newest style; comes in 2 in, 2 1-4 in. and 2 1-2 inches high; sizes 14 to 17 1-2; Saturday, 2 for... .25

Men's Four-ply Linen Cuffs; imported, Austrian make; reversible link shape; square and round corners; a perfect-fitting cuff; sizes 9 1-2 to 11 1-2 inches; per pair... .25

A Choice Assortment of Men's Silk and Satin Neckwear; the Derby shield knot and bow; new spring styles; made of fine imported silk; latest patterns and stripes... .25

Men's Fine Imported Natural Wool Underwear; medium winter weight; single breasted; have beige facing, pearl buttons, ribbed cuffs, ankles and skirt; very soft finish; sizes 34 to 42; per garment... 1.00

EARLY CLOSING REFORM—STORE CLOSES DAILY AT 5 P.M.

Last 3 Days' Sale

ENGLISH COLLARS, all shapes, 20c quality for 10c, all sizes.
Also 20 dozen sample Collars, best quality, 16 size only, for 5c each.
NECKWEAR, 25c and 35c; Graduate Derbys, 15c, 2 for 25c.

WREYFORD & CO.
85 King Street W.

Hanged for a Double Murder.

Wilmington, N.C., Feb. 25.—For the murder of Jesse E. Soles and Jim Stanley at Whiteville last March, and the burning of their house to conceal the crime, Jabel Rogister was hanged to-day.

Many years of careful study among birds produced patent
Bird Bread
That is why it can be relied upon and why there is such an enormous demand for it. 10c, the pkge., 2 large cakes.

Send name of dealer not selling BIRD BREAD apart from COTTAM SEED, with 6c. in stamps and get free two large cakes. Feed your birds on the Standard (6)

Cottam Bird Seed
Use Cottam Bird Supplies and Remedies. All grocers. Advice FREE about Birds. Bird Book 25c. by mail.
Bart Cottam Co., 53 Dundas St., London, Ont.