

**T. EATON CO. LIMITED**  
190 Yonge St. Canada's Greatest Store. Toronto.  
190 YONGE STREET, November 2, 1897.

## Sewing Machines

Another long-felt want has at last been supplied by this store. No need to pay any more high prices for Sewing Machines when you can buy "THE SEAMSTRESS," a thoroughly reliable machine, handsomely finished throughout, fitted with the best up-to-date improvements, for \$22.50. Every machine is fully guaranteed for five years. If you are thinking of a machine it will pay you to investigate "The Seamstress." Take elevator to the Second Floor.

## An Event in Millinery

It is surprising what values may be found in our Millinery Department. Just now it is desirable to dispose of many odd lines that have accumulated as a result of the extensive trade we have had this season. For that purpose we have reserved Wednesday as a special clearance day, when we shall offer many high-class Millinery Novelties at prices regardless of cost. This is how we are going to do it:

5000 yards Rich Fancy Millinery Ribbons, regularly sold at 50c to 75c a yard. To clear at.....	25
Shot Moire and Glace Ribbons, wide widths, splendid assortment of colors. Regular 50c a yard, for.....	25
Colored Satin and Velvet Ribbons, wide widths, regular 50c a yard, for.....	25
Felt Walking Hats, with leather bands and binding, in black and assorted colors. Regular \$1.25, for.....	79
Black, Green and Assorted Parrots, now in great demand, regular 75c each, for.....	49
Children's Fancy Cloth Hoods, in assorted colors, regular 10c each. To clear at.....	10
New Shired Silk Velvets, 18 inches wide, in all the leading shades, regular \$1.75 a yard. To clear at.....	1.00
Colored Silk Velvets, 18 inches wide, fine quality, in twenty distinct shades, regular \$1.25 goods. To clear at.....	75
Satin Antique, latest from Paris, 18 inches wide, select shades, regular \$1.75 a yard. To clear at.....	1.00
Colored Chiffons, 22 inches wide, crepe finish, for evening wear, regular 50c a yard. To clear at.....	25
Velling Nets, with black and colored spots, regular 50c goods. To clear at.....	25
Chenille Braids, in black and assorted colors, regular 25c a yard. To clear at.....	10

As many of these lines will be sold in quick order it behooves those who wish to take advantage of the reduced prices to come early.

## A Corset Chance.

The C. P. Corset is too well known to need any introduction. It is enough to say that on Wednesday we shall place on sale nearly 300 pairs of them at \$1.50 a pair, regular prices of which have been \$2.75 to \$4. These corsets are made of the very best French Coutelle and fine Sateen, in white, drab and black colors. They are neatly trimmed with silk floss, edged with fine embroidery, fitted with spoon or straight clasp, and come in sizes 18 to 30. The workmanship cannot easily be excelled, and every corset is guaranteed to fit and give comfort. Remember the price, only \$1.50, on Wednesday morning.

## Wall Papers.

This occasion is so important we might call it a "Special Sale of Wall Papers." At any rate, it is very seldom that so many different lines of Wall Papers are sold at the small prices we are asking this week. What do you think of these prices for Wednesday:

4,000 Rolls White Blank Wall Paper, pretty designs, in a variety of new colors, suitable for kitchens, halls and bedrooms, usually sold at 8 cents per single roll. Wednesday	5c
1,500 Rolls Heavy Glimmer Wall Paper, conventional and chintz patterns, blue, olive, yellow and cream colorings, suitable for any apartment, regular price 10 and 12 1/2 cents per single roll. Wednesday	7c
1,100 Rolls Embossed Gilt Wall Paper, complete combinations, wall, border and ceiling, choice designs in a variety of the latest colors, suitable for libraries, halls and dining rooms, regular price 17 and 20 cents per single roll. Wednesday	12 1/2c
800 Rolls American Embossed Gilt Wall Paper, Louis XIII, Colonial and Flemish designs, light and medium colors, suitable for drawing rooms, dining rooms and halls, regular price 25 and 30c per single roll. Wednesday	17c
1600 Rolls English Washable Tissue Wall Paper, suitable for kitchens and bathrooms, usually sold at 15 and 20c per single roll. Special Wednesday	10c

Samples of Wall Paper sent free to any address in Canada. When writing for samples state the room you wish to paper and give price you prefer paying. This will aid us in sending you suitable samples.

## New Furs

Our unequalled buying facilities place the world's best markets under tribute to this store. That's why you'll find here such a rare collection of stylish furs—an assortment not easily equalled, much less surpassed, either for style, quality or value. Judge the entire stock by these items:

Ladies' Choice Natural Dark Labrador Mink Ruffs, straight cut, one spring head and natural claws.....	3.50
Ladies' Choice Wool Seal Caprines, fine selected skins, edged with black Thibet, 12 inches deep front and back, 110 inch skirt, with ripple shoulders.....	15.00
Ladies' and Misses' Grey Lamb Caprines, very best quality skins, medium light curl, deep front and back ripple, skirt and high storm collar, special at.....	15.00
Boys' and Girls' Grey Lamb Wedge Caps, medium and light curl, lined with good quality satin, all sizes, special.....	2.50
Ladies' and Misses' Grey Lamb Ruffs, very choice skins, large and medium curl, with one spring head and claws, special.....	2.50

Despite the mild weather sales are creeping ahead in this department. Shrewd shoppers recognize the advantage of buying while stocks are at their best.

**T. EATON CO. LIMITED**  
190 YONGE ST., TORONTO.

**THE TORONTO WORLD.**  
A ONE CENT MORNING PAPER.  
No. 83 YONGE STREET, Toronto.  
Branch Office, 70 King-street east (next Postoffice), Hamilton. Telephone 591.  
E. Seyers, Agent.  
Telephone Office—1794.  
Business Office—523.  
Editorial Rooms—523.

### SHIP CANALS.

In a recent issue The World gave a short synopsis of the report of Major Symons on the cost and utility of ship canals to connect the great lakes with the navigable waters of the Hudson River, to be constructed wholly within the United States. While fully recognizing the attractiveness of such an enterprise he very decidedly pronounced against it, because that the benefits to be derived would not be commensurate to the cost of construction and maintenance of the works, and more particularly, because the main object contemplated—reduction of the cost of transportation—can be more effectively accomplished at less than one-fourth of the cost.

Of the different routes contemplated for ship canals, Mr. Symons pronounced in favor of the route via new canal round Niagara Falls and through Lake Ontario to Oswego, and thence to New York. He admits that a slight saving in freight might be effected over present cost via the Erie Canal under its present capacity, or even under the greater capacity which is designed under the recent appropriation made by the State of New York for its enlargement and improvement. At the present time, boats draw 6 feet of water, and each boat is passed through the locks separately. The cargo for each boat is 240 tons, or 8200 bushels of wheat. When the contemplated alterations are completed, boats drawing 8 feet of water and carrying 400 tons (or 13,333 bushels of wheat) can be employed, and, with locks lengthened as proposed, two boats will be locked at once, thus giving greatly increased capacity and a much more rapid passage. Mr. Symons considers the proposed improvements utterly inadequate, and suggests in lieu thereof, that the Erie Canal be so enlarged as to give passage for barges 200 feet long, 30 feet broad, and drawing 10 feet of water; that the locks be reduced in number and arranged in groups of two boats at one lock, with mechanical lifts to replace digits of the locks where advisable; the business to be conducted by fleets consisting of one steam barge and three motorized consort, running between Buffalo and New York; the barges to be strong enough for running on the Great Lakes.

Mr. Symons supplies two tables, Nos. 24 and 25, to show the cost of transportation from arrival at Buffalo to arrival in New York, via Niagara and Oswego ship canals; the latter table based on the supposition that the lake channels, harbors, etc., shall have been sufficiently improved to allow vessels of 20 feet draft to navigate them, and that the ship is loaded to this draft, carrying 7000 tons of freight.

Table 24: Steel-lake freighter of largest class, drawing 16 feet, and carrying 5000 tons, or 166,667 bushels of wheat at a trip, making ten trips annually. Wheat transported down annually, 50,000 tons, or 1,666,667 bushels. Return up, one-third loads miscellaneous freight, aggregating 16,667 tons annually. Steamer value, \$250,000. Value per ton of carrying capacity, \$50.

Season's Expenses—	
Wages and subsistence.....	\$9614 25
Fuel, oil, waste, etc.....	9780 00
Ordinary repairs.....	1500 00
Insurance on steamer.....	8750 00
Insurance on wheat.....	4575 00
Interest on cost, at 6 per cent.....	15000 00
Deterioration, etc., at 6 per cent.....	15000 00
Miscellaneous small expenses.....	750 00
Total.....	\$64440 25

Assuming all up-freight reduced to wheat, there would be equivalent of 1,666,667 plus 555,555, equal to 2,222,222 bushels of wheat carried, and the cost of transportation would be 2.81 cents per bushel, or 94 cents per ton.

Table No. 25: Steel-lake freighter of largest type, drawing 20 feet, and carrying 7000 tons, or 233,333 bushels of wheat at a trip, making ten trips annually. Wheat transported down annually, 70,000 tons, or 2,333,333 bushels. Return trip, one-third loads miscellaneous freight, aggregating 23,333 tons annually. Steamer value, \$250,000. Value per ton of carrying capacity, \$55.71.

Season's Expenses—	
Wages and subsistence.....	\$9614 25
Fuel, oil, waste, etc.....	11675 00
Ordinary repairs.....	1500 00
Insurance on steamer.....	8750 00
Insurance on wheat.....	6125 00
Interest on cost, at 6 per cent.....	20000 00
Deterioration, etc., at 6 per cent.....	20000 00
Miscellaneous small expenses.....	750 00
Total.....	\$68414 25

Assuming all up-freight reduced to wheat, there would be the equivalent of 2,333,333 plus 777,777, equal to 3,000,000 bushels of wheat carried, and the cost of transportation would be 2.28 cents per bushel, or 76 cents per ton.

Table No. 30: Suggested barge canal, Buffalo to New York, four-foot fleets. Fleet consisting of one steam barge and three consorts, each 200 feet long, 30 feet wide, and 10 feet draft. Steam barge carries 1200 tons, or 40,000 bushels of wheat; each consort carries 1500 tons, or 50,000 bushels of wheat; fleet loaded carries 5700 tons, or 190,000 bushels of wheat, making six trips annually. Wheat transported down annually, 51,300 tons, or 1,710,000 bushels. Return up-freight, one-third loads miscellaneous freight, 17,100 tons annually. Steamer value, \$250,000. Value per ton of carrying capacity, \$55.71.

Value steam barge.....	\$25000 00
Value three consorts, at \$12,000.....	36000 00
Investment.....	\$61000 00
Value of carriers per ton of carrying capacity.....	\$20 83
Steam barge.....	8 00
Consorts.....	10 70
Fleet.....	10 70

Season's Expenses—	
Wages and subsistence.....	\$4840 00
Fuel, oil, waste, etc.....	3435 00
Ordinary repairs.....	250 00
Insurance on fleet.....	735 00
Insurance on wheat.....	3847 50
Interest on investment, at 6 per cent.....	3690 00
Deterioration, etc., at 6 per cent.....	3690 00
Miscellaneous small expenses.....	200 00
Total.....	\$20727 50

Transfer at Buffalo:  
On 1,710,000 bushels of wheat at 1.3 cents.....\$22230 00  
On 170,000 tons of up freight.....4275 00

Total.....\$26503 00

Assuming all up-freight reduced to wheat, there would be the equivalent of 1,710,000 plus 570,000, equal to 2,280,000 bushels of wheat carried, and the cost of transportation and transference at Buffalo would be 2.07 cents per bushel, or 69 cents per ton.

If the transfer charges at Buffalo were eliminated, the cost would be 0.91 cents per bushel, the cost of above services would be 1.06 cents per bushel, or 55 cents per ton.

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Table No. 31 gives the calculations for a fleet of one steam barge and four consorts, of same class as above, making the cost per bushel, for same service as last mentioned above, 1.07 cents.

It will be seen that in the above comparisons Major Symons starts with the arrival of a propeller at Buffalo, saying that the cost of transportation to New York by same propeller to New York, via the Oswego ship canal, with the cost of same service by steam barge and consorts via Erie Canal, it enlarged and improved in the manner in which he suggests. He assumes that the propeller, on arrival in New York, will discharge its cargo there, to be loaded on the vessels specially built for ocean trade. On this point, he says: "For the high economy in transportation, special types of vessels are needed for use on the ocean, on the lakes, and on the canals, and neither can replace the other in its proper waters without suffering loss of efficiency. Ocean vessels could not, as a general rule, engage in the business of passing through a ship canal and the lakes to upper lake ports; and lake vessels are not fitted for use upon the ocean, and if they made use of a canal they would have to transfer their cargoes at the seaboard. For economical transportation through a canal from the Great Lakes to the sea special vessels, differing from, and far less costly, than ocean or lake vessels, are required." Mr. Symons shows that the steam barge and consort require only one-fourth of the capacity for construction; that they can transport during the season a larger quantity of wheat than the 16-foot draft propeller, and that the expenses during the season are nearly 25 per cent. less. His calculations are all based on the assumption that both classes of vessels are kept fully employed; but he says that lay-ups may be expected in dull times, the loss resulting from which will be greater in the case of the propeller than in that of the steam barge and consort. On arrival at seaboard the cargoes by the latter class will be more conveniently and cheaply unloaded and distributed than by the propeller.

All the above statements, and conclusions are primarily intended to apply to produce intended for export, but apply with even greater force to products for the eastern domestic market, which is of much greater value and magnitude than the foreign market. He shows

that during the year 1895 the receipts at the six North Atlantic ports, Montreal, Portland, Boston, New York, Philadelphia and Baltimore, were 6,589,610 tons, while the exports were 3,868,254. Making allowance for the quantities delivered at points between the west and the seaboard, it is found that much less than half of the shipments from the west is destined for export.

In addition to the relative cheapness of transportation by the steam barge and consort mode of conveyance, Mr. Symons shows that the expenditure on the alterations on the Erie Canal required for this class of boats will not be one-fourth of the amount required for the ship canal.

The arguments and conclusions in this elaborate report of Major Symons are almost exactly in correspondence with those found in a long treatise on the same subject, published in the annual report of The New York Produce Exchange for 1872, said to have been prepared by the then engineer for New York State. We have only space for the following quotation from this treatise: "Large lake vessels, with their large crews and large cost as compared with the ordinary canal barges and their crews, could not afford to navigate (ship canals) even free of tolls, at the rate of 14 miles per day for sailing vessels, and 28 miles per day for steamers. Canal barges carrying 20,000 bushels of grain, manned by a crew of four persons, or with a steamer adapted to the canal, and a barge in tow, the two carrying 40,000 bushels of grain, with a crew of four for their management, the two boats together constructed at one-fifth of the cost of the larger lake vessel, and managed by one-fourth the number of crew required for the larger vessel, would be found to be a more economical and more profitable application of money than to run the large vessels through these ship canals. For these reasons, a ship canal of the size proposed from the Hudson to Lake Champlain, or of larger magnitude, or one from Oswego to the Hudson, of like size, would be impracticable and valueless." The arguments appear to establish the conclusion, that for smooth water navigation by river, canal or small lake, barge transportation, even with the additional transfer charges, can be transacted much more cheaply than by large lake steamers. It can hardly be expected, in view of their own engineer's very condemnatory report, that the United States Congress will incur the immense liability involved in constructing ship canals, when cheaper means of transportation can be secured at one-fourth of the cost. Judging from the statements of some of its members, the Canadian Government has committed itself to the policy of ship canals. The World would urge upon them the expediency of a careful study of Major Symons' report, and a diligent enquiry as to any other means by which cheaper transportation can be secured at less cost.

**PARLAMENTARY TRADE WITH ENGLAND.**  
It is difficult to understand the position assumed by The Globe and many other organs of the Liberal party on this question. With a very large and influential body in England strongly in favor of a mutually preferential trade policy between the United Kingdom and her colonies, it might reasonably be expected that the entire press and influence of all the colonies would be actively engaged in an effort to secure for themselves the largest possible preference in the English markets. Instead of this, we find The Globe and other newspapers treating the subject with ridicule and hostility, and endeavoring, in every way in their power, to discourage the friends of the colonies in their efforts to establish this Imperial policy.

The Globe, Oct. 29, admits that even a moderate rate of duty on breadstuffs would confer a real advantage on the home and colonial producers of grain. But it says that a tax on grain would be paid by the British consumer, and the advance in prices would be ultimately absorbed by the landlords. If so, how would it confer a real advantage on the home producer, as it admits in the same paragraph? If, again, it is to be of real advantage to the colonial producer, why does The Globe oppose it? Is it more interested in the welfare of the British consumer than it is in that of the hundreds of thousands of Canadian farmers? Is the maintenance of the tariff a matter of more importance to the British consumer than the adoption of a policy which, it admits, would confer real advantages on the Canadian producer?

The World, in a recent article, showed that some of the highest authorities in this respect, men of long and extensive experience in the grain trade, are of the opinion that, under conditions of frequent occurrences, a moderate duty on wheat and flour would not increase the price in England, but that the amount of duty, like other charges which arise between the grower and the consumer in England, would be paid by the foreign producer. The Globe, with its very limited knowledge of the grain trade, undertakes to decide the question and insists that the consumer must pay the duty.

Admitting The Globe's contention in this respect, it does not weaken the contention of Mr. Colmer and others, that this increase in the price of breadstuffs can be compensated to the consumer by a corresponding reduction in the prices of tea, coffee, etc. There

The North British and Mercantile Insurance Company have received the following from Windsor, N. S., where their losses by the recent conflagration reached \$85,700.35:

"We, the following citizens of Windsor, N. S., sufferers by the late conflagration, desire to express our appreciation of the very prompt and satisfactory settlement of our claims against the North British and Mercantile Insurance Company."

"It is very gratifying to receive such prompt attention and liberal treatment at a time of so overwhelming a disaster as we have experienced, and we cannot let this opportunity pass without expressing our thanks to the officers of the company for the kind and considerate treatment which they have extended to all claimants."

"Dr. Watson D. George M. Churchill, E. Churchill & Son, John Keith, Edgar D. Wood, G. Howard Shaw, John M. Smith, Sarah Bennett, Levi A. Dimock, Fred E. Smith, A. O. Sharp, Jos. C. Shand, E. C. Shand, E. Jackson & Son, John Riley, Charles S. Wilcox, Wilcox Bros., James E. Harris, John Lynch, Dr. C. B. Murphy, C. M. Shaw, Margaret Bennett, Hannah Bennett, James C. Moody, W. W. Shaw, Christ Church Wardens, Isaac M. Shaw, James C. Moody, David Cochran, Arthur G. King, Windsor Methodist Church, William H. Roach, secretary, Clarence H. Dimock, C. & G. Wilson & Co., Sarah Ellen Dimock, C. H. Cochran, Edmund Kennedy, P. P. Trustee for R. C. Egan, Corp. of City of Halifax."

At the Y.W.C.A.  
The regular monthly meeting of the Board of Management of the Young Women's Christian Guild was held yesterday afternoon, Mrs. Harris presiding. Satisfactory reports were presented and arrangements made for the holding of two weeks of evangelistic meetings, commencing Nov. 13, to be conducted by Miss Carson of New York. Last evening Miss Winnie Macdonald gave a gospel address to a large number of the members and friends.

Will Try Badgerly Later.  
Harry Badgerly, who is wanted in Toronto on a charge of manslaughter, arising out of the killing of Charles Murray on King-street in August, 1896, has been sentenced at Kalamazoo, Mich., to five years in Jackson Penitentiary.

Little Will Probably Die.  
Cartwright, Man., Nov. 1.—Abbie, the little daughter of Mr. McKibbin, set fire to her own cradle while playing with a candle. The child is seriously burned and will probably die.

Rev. Dr. Sutherland has returned from New York, where he officiated at the wedding of his son, Harry Sutherland, who is on the editorial staff of The New York Herald.

### IN HARD LUCK.

John Clifford, Acquitted on One Charge of Forgery, is Re-arrested on Another of the Same Kind.

John Clifford of Markham was acquitted yesterday afternoon of the charge of forging the name of John Horner to a promissory note for \$140. Horner's wife came forward and testified that she had signed the note. Clifford was discharged and immediately re-arrested by County Constable Burns on another charge, that of forging the name of John Hitts of Markham to a promissory note for \$25.

Barriester P. H. Lennox, who defended Clifford, applied for bail, first to Magistrate Handson, who, on the advice of the Crown, refused it, and afterward to Judge McDougall. His Honor stated that he had not sufficient data before him, and Clifford went to jail.

### PERSONAL.

M. S. Robinson, Buffalo, is a guest at the Grand Union.

S. W. Baker, Buffalo, is a guest at the Grand Union.

R. C. Tegar, Brantford, is a guest at the Grand Union.

A. E. Kilgus, Walkerville, is a guest at the Grand Union.

T. C. Chabourn, Montreal, is a guest at the Grand Union.

Rev. William Burns is out of town in the interests of his family.

Mr. and Mrs. Thomas Allen have returned from their wedding tour and taken up residence in South Parkdale. Mr. Allen is the popular traveler of the Methodist Book and Publishing House, and his friends there presented him on his return with a handsome secretary.

At the Daily House—H. I. Deyong, Kingston; M. Redmond, Montreal; W. B. Bragg, Rockwood; Mr. and Mrs. I. S. Muckle, New York; Mr. and Mrs. W. M. Muckle, New York; Mr. and Mrs. B. Serate, New York; Mr. and Mrs. Mitchell, New York; Mr. and Mrs. Bayell, Montreal.

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