D. and W. road was a toll road running from Dundas to Galt, a distance of 20 miles, and owned by the Dominion Government, and was leased out for so much-consideration. The thing turned out afterwards that the road belonged to the Ontario Government, and they took possession of it. They were then offered, so I was told, \$20,000 as the purchase price of the road. The government then said to the municipalities through which it ran, "We will sell you this road at a very low figure on condition that you take the tolls off, make it a free road, and keep it in good repair." The several municipalities held a couple of meetings, and after arranging the price each municipalities held a couple of meetings, and after arranging the price each municipality was to pay as their share of he road, the road was bought, the tolls taken off, and the road improved. Beverly's share of the purchase money was \$2,100. It was agreed that as Beverly had 12 miles of the road to keep up out of the 20 miles, that she should not be asked-to contribute as much as the other municipalities, as the part of the road running through Beverly was in a much worse condition of repair. The two ends of the road running into the towns of Galt and Dundas and the toll being on each end, the road was kept in a nuch better condition where it was most used. Beverly spent over \$3,000 improving her part of the road before the county took possession of it.

According to the good roads act passed by the legislature, we were entitled to our share of mileage, according to our share of mileage, according to our acreage, which was one-quarter, and would have given us 35 miles of road, but that was atoo much county road to shove away up in Beverly, so finally we were allowed 27 miles. Then the township council was to suggest what roads we wanted the county to take over. When that was done we were asked why the D. and W. road was not included. We said that it was a road that was afready built, and did not propose to hand it over unless we handed the D. and W. road over

ly have had to contribute to the pu chase of the toll road in the south the county, we will pay them back t

NO DANGER FROM EAST INDIANS.

SATISFACTORY WAY OF ENDING THE INFLUX DISCOVERED.

British Government Wants a White Man's Canada—Regulations Govern-ing the Emigration of Natives of India Forbid Contract Laborers Com

Ottawa, May 6 .- The report of Mr L. Mackenzie King on the result of his mission to England to confer ject of immigration to Canada from the Orient and immigration from India in particular, was presented to Par liament this afternoon. It marks the satisfactory solution of one of the largest and most complex problems of Canada and the empire. The full and frank interchange of views beand frank interchange of views be tween the British and Canadian Gov tween the British and Canadian Governments has resulted in the adoption of a mutual policy of co-operation, in which Great Britain's well-knowlt policy of protection of the native races of India harmonizes with Canada's policy of keeping this country a white man's country, while at the same time the necessity of legislative action which might reflect on Great Britain's subjects in India and render still more critical there a situation already pregnant with danger has been obviated.

One of Empire's Greatest Problems.

When Mr. King went to London last March he was told by some of the best known statesmen of the empire that they regarded the question of the migration of Oriental peoples as one of the very greatest problems of Imperial politics. They recognized Canala's right to full autonomy in the matter of imposing immigration restrictions, and at the same time they believed the Dominion's position as a part of the British Empire afforded a sufficient guarantee that the exercise of her plenary powers in this particular would not be without a due regard to obligations which citizenship within the compire entailed. The statesmen of Britain recognized that on social and economic grounds the native of India was not a person suited to this country. Canada recognized the danger of taking any drastic step that would lead to endangering Great Britain's interests among the hundreds of millions of herrestless subjects in India.

A Fortunate Discovery. One of Empire's Greatest Problems.

of the latter class the regulations ow the Canadian Government requiring continuous passage from the country of which they are natives or citizens and upon through tickets should prove an effective bar, whilst, as to the former, the same regulation, the warnings is-sued by the Government of India, and the greater care which it may be reason-ably be expected steamship companies may exercise in the Iuture, should prove a real deterrent."

The Canadian regulation at present in force requiring all immigrants to have in their possession a sum of at least \$25 constitutes a requirement which for the protection or the In-dians themselves is an obvious neces-sity. Should this amount prive in

y. Should this amount prove inequate it could be increased.

Desired a Complete Understanding. Mr. King's report begins with atement of the recommendation in statement of the recommendation sir Wilfrid Laurier on which the der, in Council was passed appointing him to go to England. This recommendation contains the following paragraph giving reasons for such action:

That an effective restriction of immigraph giving reasons for such action:

That an effective restriction of immigration is desirable, not less in the interests of the East Indians themselves than in the interests of the Canadian people; that, moreover, the whole subject of Oriental immigration is one of first concern to Canada, and affecting as it does the relations of the Dominion with foreign powers, and the relations of our people with faithshelow-subjects in India, involves considerations of the highest, importance not only to Canada, but to the British Empire as a whole; that it is desirable that on this important question there should be a complete an interchange of views between the authorities of Great Britain and Canada as may be profitable, and that in reference to it there should be a com-



The ampliant was taken of Mr. Winston Christill as in was builting the market of the field of the common recently.

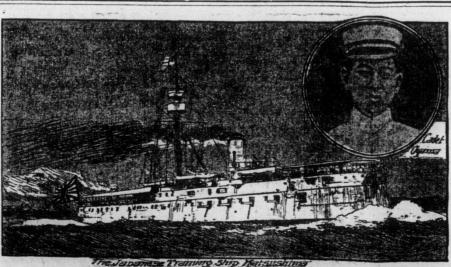
A fartname Discovery.

A fartname Discovery. "I hear your husband is dangerously ill," said the sympathetic neighbor. You must feel dreadful about it."
"Yes, I do," replied the wife. "You know I had planned to start housecleaning this week."

"I hear your husband is dangerously was not a Beverly farmer ever saw of your toll roads, let alone used the Now let us get at the facts of the Kenrick says it is difficult to recome the action of the Beverly Council. the action of the Beverly Council. The winter

Now let us get at the facts of the D. ex-Warden

Five hundred school teachers from Canada and an equal number from the United States will visit England next



DESTROYED JAPANESE CRUISER AND ONE OF THE VICTIMS

An explosion on the Matsushima sent the warship to the bottom, and mor e than 150 officers and sailors perished. One of those lost was a son of Field Marshal Oyama, who commanded the Japanese troops during the war with Russia.

Merchants

The motive power of your business is

ADVERTISING

The leading merchants everywhere have demonstrated this fact. In the large cities the

Persistent Advertiser

has become famous and makes the money. If you would be in this class you must advertise in the

TIMES

the paper that goes into the homes and the one that reaches an exclusive clientile. Circulation large and

It is an easy matter to let the other fellow get your business.

See Our Ad. Man

Daily and Semi-Weekly

And her embarrassment was so evilent that it disconcerted him and for few moments he was driven to the statisty of direct questioning.

"Do you play eards?"

"Musical?"
"No," she faintly answered.
"Ride horseback?" T. Brit

"No," she faintly answered.
"Ride horseback?"
"I-I'm afraid of horses."
She gave him such an appealing, such a sweetly-helpless. look, that it suddenly came to him that the fear of horses was one of the most ravishing accomplishments possessed by a daughter of Eve, and marshaling his mind again, he hitched his euffs back and set himself once more to the task of drawing celestial harmony from this unknown instrument of the gods.
"There are times," he mourned, but making a graceful motion with his hand nevertheless, "there are times when I feel how much of our life is wasted. Books, plays, cards, music—what are these? Idle thoughts for idle hours; and yet, too often, oh far too often, we turn them into busy thoughts for busy hours, and when it is too late we find that instead of being earnest workers we are triflers and that our when I feel how much of our-life is wasted. Books, plays, cards, music—what are these? Idle thoughts for idle hours; and yet, too often, oh far too often, we turn them into busy thoughts for busy hours, and when it is too late we find that instead of being earnest workers we are triflers and that our knowledge consists merely of the superficial and non-essential things of life. And yet, do you know, there is a certain value in a diversion wisely chosen. A brisk walk across the country," he continued, watching her closely and pausing after each word, "golf, tennis, football, squash, handhees, the collection of coins and stamps, art, sculpture, oratory a good dinner, travel, boating, swimming, daneing"—a light shone in her eyes—"yes, dancing, that exquisite sensation of floating on the air, the graceful min-of floating on the air of the floating of the

A LESSON

ute, the dreamy waltz,"—she beamed upon him—"all—all these are diversions that fit one for the sterner duties of life. Ah," said—he, "it has ever been my keenest regret that I could not dance. Whenever I think of the playdance. Whenever I think of the play-time of the gods I see Olympus as a dancing floor with Pan playing his pipes and the fair goddess of love sway-ing lightly on a fleecy little cloud, in-finitely graceful and of a beauty to stop the beating of the heart; her blue cyes beaming—she had blue cyes— "ther godden hair conving ther beaustop the beating of the heart; her blue eyes beaning"—she had blue eyes—
"her golden hair crowning her beautiful head"—she had golden hair—"the
dimple in her chin shining like a star"
—she had a dimple in her chin—"and
her lips half parted"—as were her own.
"Ah, yes," he cried, "if I only had some
one teach me to dance—
"Why, I'll teach you to dance if you."

GETTING A MOVE ON.

Etna Throws Out Clouds of Stones and Ashes.

Messina, May 6.—Conditions about Mount Etna are becoming worse. The continuous earthquake shocks felt this morning are believed to herald a more morning are believed to herald a more extensive eruption. A party of experts in volcanic phenomena went some way up the mountainside on Saturday and found that a new crater had opened at a height of 7,000 feet. After ejecting columns of steam and clouds of stones and ashes, which fell largely on the village of Acireate, the crater became the source of two streams of lava, which followed the courses taken by the lava in the eruptions of 1819 and 1852. Scientists declare that of all the

Scientists declare that of all the magnificent phenomena presented by the volcano the most impressive is perhaps the low muttering of the advancing lava streams, which can be heard a long way off in the moments of the crater's silence.

PRINCE OF WALES' SQUADRON. Battleships That Will Precede His Royal Highness to Quebec.

Portsmouth, May 6.-It is stated

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY SYSTEM. GRAND TRUNK RAILWAY SYSTEM.

Niagara Falis, New York—2.30 a. m., *5.37 a. m., *7.00 a. m., *6.37 a. m., *7.00 p. m., *1.00 p. m., *1.00

8.00 a. m., 13.33 p. m.

8.00 a. m., 13.33 p. m.

71.05 p.m.

71.0

CANADIAN PACIFIC RAILWAY.

CANADIAN PACIFIC RAILWAY.

7. da m.—For Toronto, Lindsay, Bobcaygeon, Peterboro, Tweed, Kingston, Ottawa,
Montreai, Quebec, Sherbrooke, St. John, N.
B., Halifax, N. S., and all points in Maritime
Provinces and New England States. Tottenham, Beeton, Alliston, Craighurst, Baia and
Backota Lakes.

8. de land Maritime Complete States

10.00 a. —For Toronto.

10.00 a. —For Toronto, Myrtle, Lindsay,
Bobcayreon, Per Toronto, Myrtle, Lindsay,
Bobcayreon, Por Toronto, Myrtle, Lindsay,
Bobcayreon, Toronto, Myrtle, Lindsay,
Bobcayreon, Toronto, Myrtle, Lindsay,
Bobcayreon, Toronto, Myrtle, John Sound,
Arthur, Mount Forost, Harriston, Wingham,
Tottenham, Alliston, Craighurst, and intermediate points.

5.05 p. m.—For Toronto.

8.15 p. m.—(Daily)—For Toronto, Peterboro,
Ottawa, Montreai, Quebec, Sherbrooke, Portland and Boston, Sault Ste, Marie, Fort Willand, Winnipeg, Canadian Northwest, Kootenay, and British Columbia joints.

Trains arrive—S. & a. m. (daily), 10.25 a.m.,
(daily), and 2.10, 4.40, 6.15 (daily), 8.19 and

TORONTO, HAMILTON & BUFFALO RAILWAY.

8.99 a. m. and arriving at 8.60 p. m.Pullman parker cars on all through trains.

Arrive
Hamilton

**S.40 a. m. Detroit, Chicago and
Toledo express. ...**8.25 a. m.

*9.45 a. m. Hrantford and Waterford express. ...**10.35 a. m.

112.20 p. m. Brantford and Waterford express ...6.20 p. m.

4.45 p. m. Detroit, Chicago, Toledo and Chicannati express.2.10 p. m.

**7.40 p. m. Brantford, Waterford
and St. Thomas*3.20 p. m.
Sleeping cars on Michigan Central connecting at Waterford,

**Bally, Except Sunday.

HAMILTON RADIAL ELECTRIC RAIL-

ROAD—TIME TABLE.

Time Table taking effect, January 6th, 1968.
Cars leave Hamiston for Burlington and intermediate points: 6.10, 7.10, 8.00, 9.10, 10.10, 11.10 a. m.; 1.00, 2.30, 4.10, 5.30, 6.10 7.55,

she had a dimple in her chin—"and her lips half parted"—as were her own. "Ah, yes," he cried, "if I only had some one teach me to dance—"Why, I'll teach you to dance if you like!" she breathlessly exclaimed, "If there's one thing I love," she cried in a rapture, "it is to dance!"

"But I cannot take your time," he sighed, "unless," he eagerly said, "you will let me teach you something so that we can be on an equal footing. Would you like to learn how to play cards; Or tennis, Or would you like to go to the theatre and learn the dramar."

She nodded her head, her eyes dancing now. "I'm afraid, though," she said, "you'll find me a slow pupil and that I'll take a lot of your time," "I would like nothing better," he declared with a sincerity that cound not be doubted, "than for you to take all the time I've got—particularly when you're teaching me, Will you give me my first lesson now;" he asked, raising slowly toward him, "first of all we take the first position. You take my hand, si, and your other arm you place so," "Oh," he said, wagging his head, "I shall like this."

"Well," he gently admitted, "I suppose we might as well sit down."

And looking deeply into cach other's eyes they sat down—still in the first position. New York Sun.

And looking deeply into cach other's eyes they sat down—still in the first position. New York Sun.

And looking deeply into cach other's eyes they sat down—still in the first position. New York Sun.

"Well," he gently admitted, "I suppose we might as well sit down."

And looking deeply into each other's eyes they sat down—still in the first position.—New York Sun.

Leave Hamilton: 1000 a. m.; 1230, 230, 630, 750, 830 p. m.

HAMILTON & DUNDAS RAILWAY.

WEEK DAY SERVICE

Leave Dundas—6.0, 7.15, 8.05, 9.15, 19.15,
11.15 a. m. 12.15, 1.15, 2.15, 2.15, 4.15, 3.15,
6.15, 7.18, 8.15, 9.30, 19.30, 11.15 p. m.

Leave Hamilton—6.15, 7.15, 8.15, 9.15, 19.15,
11.15 a. m., 12.15, 1.15, 2.15, 4.15, 5.15, 6.15,
7.15, 8.15, 9.30, 19.30, 11.15 p. m.

SENDAY SERVICES

SUNDAY SERVICE Leave Dundas—8.30, 18.00, 11.45 a. m., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.15, 10.15 p. m. Leave Hamilton-9.15, 11.00 a. m., 12.40, 1.20, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 3.15, 10.15

HAMILTON, GRIMSBY & BEAMS-VILLE ELECTRIC RAILWAY.

VILLE ELECTRIC RAILWAY.

WEEK DAY SERVICE

Leave Hamilton—7.10, 8.10, 9.10, 19.10 a. m.,
12.10, 1.10, 2.10, 3.10, 4.10, 5.10, 6.10, 7.10, 8.10,
5.10, 10.10, 11.10 p. m.

Leave Beansville—6.15, 7.15, 8.15, 9.15, 19.15,
11.15 a. m., 12.15, 1.15, 2.15, 2.15, 4.15, 5.15,
6.15, 7.15, 8.15, 9.40 p. m.

SUNDAY TIME TABLE

Leave Hamilton—9.10, 10.10, 11.13 a. m.,
12.45, 2.10, 3.00, 4.10, 5.00, 6.10, 7.10, 9.10 p. m.
12.45, 2.10, 3.00, 4.10, 5.00, 6.10, 7.10, 9.10 p. m.
12.45, 2.10, 2.10, 2.15, 4.15, 6.15, 6.15, 6.15

HAMILTON STEAMBOAT CO. Leave Hamilton, 9.00 a.m.; leave Bench Plers, *9.20 a.m.; arrive Toronto, 'H.65 a.m. Leave Toronto, 4.30 p.m.; arrive Bench Plers, *6.55 p.m.; arrive Hamilton, 7.15 p.m. *Weather permitting.