

MONEY

desire not to agitate could not help pro-

ther, you are wrong

the sick woman said, married your father, so be given a pretty, an happy. For that marriage. But I es- dream of bliss. Oh, sentimental notions a- And it was all a ter-

I think that after have patched things aged, gently. I never in detail. Even after continually I would to know. The Blu- my dear. You haven't our illusions about un- unwilling to let any- I thought I was, when I insisted upon that I would have I couldn't expect lux- the comfort of them, either," her

wasn't strong enough really to go without I thought I was, a while that I had material things of big things like love

ere cheated out of her insisted. "No man life would expect her, to sacrifice and to That isn't love,"

ise agreed, with a the illusions about ago. But I do love miss him." Her voice the last words.

go back under the old mis- me that," her

said Louise, but she the light of hope had at the world was dark

—The Father.

MINISTERS

RE-ELECTION

on Monday Next en Members Cabinet.

the nomination day ing seven Ontario s who must seek reason of accept- nouncement under the ter Smith, provincial R. H. Grant, minister H. C. Nixon, pro- Hon. Walter Rol- and health; Hon- ister of mines; Hon- minister of lands and P. C. Biggs, minister It is not anticipated any opposition. to be found for Hon. Manning Do- of agriculture, and attorney-general, est in Centre Elmhoe, was to be vacated to R. Drury, and the late to look elsewhere. Mr. Doherty and decided ere Mr. Doherty and red refuge, but it is everything will be ar- F.O. love feast to be It is not likely to be to get three volun- their seats. Still, it at vacancies must be to be in the legisla- tributory.

are made for and Doherty they are to meet with strong

AMERICAN

SLAYED BY BANDITS

exas, Dec. 13.—Frank can citizen, manager e ranch near Maz- ahulla, is being held e Villistas, who raid- Tuesday. No other taken by the bandits. e seized by them ad, according to word held for \$10,000 ran- and several prom- held for \$5000 ran- Englishman released on, representative of umber company.

boundaries of a limited sup- size 4 1/2 x 54, Australasia, Asia ns.

obtain a copy same, together d.

THE GIFT OF INDIFFERENT USEFULNESS

no long receives favor, articles of utility being the media of Christmas remem-

Automobile Rugs

Makes a gift that is sure to be ap- pealed. We show an immense variety in the various Scottish Clan and Family Tartans, as well as in fancy Plaid designs, in wide range of colors. Special values at \$10.00 and \$12.00 each.

Wool Spencers

Double-knit Wool Spencers with long sleeves, in colors white, rose, blue, navy, green, canary, mid-grey, oxford, cherry, emerald, etc. Makes an acceptable gift.

Ladies' Underwear

For personal gifts our Hosiery and Underwear Departments offer many suggestions. We show an immense variety of all kinds and weights in wool, cotton and silk that make useful and practical gifts.

Wool Fabrics

A suit, coat or dress length from our extensive variety affords a splendid opportunity to give your friends a gift that is sure to be appreciated. Included in all the season's favored colors, including black.

Vivella Flannels

Immense range of plain and fancy de- signs, suitable for every kind of men and gents' day and night wear. Guaranteed unshrinkable.

LETTER ORDERS CAREFULLY AND PROMPTLY FILLED.

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RATES FOR NOTICES

Notices of Births, Marriages and Deaths, not over 50 words each, \$1.00. Additional words each 2c. No Lodge Notices to be included in Funeral Announcements. In Memoriam Notices, 50c. Poetry and quotations up to 4 lines, 25c. For each additional 4 lines or fraction of 4 lines, 10c. Cards of Thanks (Solemnity), 1.00.

BIRTHS

DUNDAS—On Sunday, Dec. 14, 1919, to Mr. and Mrs. F. G. Dundas, one Pearl T. Montgomery, at 326 Gladstone avenue, a son.

DEATHS

BELL—On Saturday, Dec. 13, at the residence of her son, W. J. Bell, 11 Deer Park crescent, Jane, widow of the late Benjamin Bell of Brockville, Ont., age 74 years.

Funeral at Brockville, Monday, Dec. 15, at 2:30 p.m., from the residence of her son-in-law, F. B. Steacy.

COUTLON—On the 12th December, 1919, Elizabeth Barnshaw, widow of the late Joseph Coutlon of Seaham Harbour, Durham, Eng., age 83 years.

Funeral on Monday, Dec. 15, at 2 o'clock, from the residence of her son-in-law, 297 Westmoreland avenue, to St. James' Cemetery.

DIXON—At Richmond Hill, on Saturday, Dec. 13, 1919, Roger Dixon, in his 80th year.

Funeral from the home of his daughter, Mrs. John Stallbrass, Richmond Hill, Tuesday, the 16th, at 2 o'clock, to Victoria Square Cemetery.

HAGEN—On Sunday, Dec. 14, 1919, at St. Michael's Hospital, the death occurred of William C. Hagen, beloved husband of Annie J. Hagen, and also late business agent of the International Association of Machinists.

Funeral from his late residence, 66 Lawrence avenue, on Wednesday, Dec. 17, at 2:30 p.m., to St. John Cemetery, Norway.

HUTT—On Sunday morning, December 14, 1919, at No. 10 Hazel avenue, Hilma Margaret, youngest daughter of James W. and the late Constance M. Hutt.

Funeral private, Monday, 3:30 p.m., Interment St. John's Cemetery, Norway.

McFARLINE—On Saturday, Dec. 13, 1919, at 246 Queen street east, Minnie J. (McClusland), dearly beloved wife of George McFarline.

Funeral Monday, 10th inst., at 3:30 (private), to Prospect Cemetery.

ORR—On Friday morning, Dec. 12, at his late residence, 572 Dovercourt road, Toronto, Alexander Orr, age 51 years (Mr. Orr's), beloved husband of Nellie (Whitell) Orr.

(Service from above address Monday, 15th inst., at 2 p.m., Interment Mount Pleasant Cemetery.)

PATTERSON—On Friday, Dec. 12, 1919, at his residence, 23 Parkwood avenue, Alexander Patterson, in his 68th year.

Funeral on Monday, 15th inst., at 2:30 p.m., to Mount Pleasant Mausoleum.

RAY—On December 14, at the residence of his brother-in-law, William Jenovics, 273 Claremont street, Joseph P., beloved husband of Violet Ray, aged 28 years. (Brockleyer.)

Funeral from above address on Tuesday at 8:30 a.m., to St. Francis Church, Interment Mt. Hope Cemetery.

SMITH—On December 13, 1919, at Grace Hospital, Mary Jane, beloved wife of Mr. Andrew Smith, and daughter of the late George Symes of Tory Glen Gardens, in her 45th year.

Funeral from her late residence, 5 Elford avenue, Mt. Dennis, on Wednesday, December 17, at 2:30 p.m., Interment at Prospect Cemetery.

Established 1892.

FRED W. MATTHEWS CO.

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No connection with any other firm using the Matthews name.

ANNUAL MEETING PHYTOPATHOLOGISTS

First Gathering Held in Guelph—Aim to Prevent Crop Losses.

Guelph, Ont., Dec. 13.—(Special).—The first annual meeting of the Canadian Phytopathological Society was held at the O.A.C., Guelph, Friday and Saturday. A large number of plant disease investigators from all over Canada were present. Dr. E. C. Stakman, of the University of Minnesota, who has charge of the grain rust investigations for the United States, was a guest of the society. He gave two illustrated lectures.

Among the distinguished plant pathologists present were: Dr. A. H. R. Bulmer, University of Manitoba; W. P. Fraser, Dominion laboratory of plant pathology, Saskatoon, Sask.; P. A. Murphy, Dominion laboratory of plant pathology, Charlottetown, P. E. I.; Dr. J. H. Paul, professor of botany, Toronto University; Prof. B. T. Dickson, Macdonald College; Dr. W. H. Ruckelshaus, Dominion laboratory, St. Catharines; Dr. G. P. McRoberts, Cornell University, Ithaca, N. Y.; P. L. Drayton, and The W. Blair, Dominion laboratories, Ottawa.

The object of the conference was to stimulate research work, which will result in the reduction of losses due to plant diseases.

The officers elected for the year 1920 were: President, A. H. R. Bulmer, University of Manitoba; vice-president, Dr. J. H. Paul, Toronto University; sec.-treasurer, Dr. R. E. Stone, O.A.C.; members of the council: Prof. J. E. Howdell, O.A.C.; P. L. Drayton, Central Experimental Farm, Ottawa.

THE WEATHER

Meteorological Office, Toronto, Dec. 14. (P.m.)—Pressure is lowest tonight over Nova Scotia and highest in the middle Pacific states. Snow and rain have occurred today in the maritime provinces. The weather remains very cold throughout the west, and it has become much colder in Ontario and Quebec.

Probabilities.—Lower Lakes and Georgian Bay—Fresh to strong southwesterly to westerly light local snowfalls or flurries, but generally fair and cold.

Ottawa Valley and Upper and Lower St. Lawrence—Fresh to strong southwesterly to westerly winds; local snowfalls or flurries, but generally fair and cold.

Gulf and North Shore—Strong winds, mostly northwest to southwest; cold, a few light local snowfalls or flurries.

Maritime—Strong winds and moderate gales, northwesterly to westerly; a few light local snowfalls or flurries, but partly fair and cold.

Lake Superior—Fair and very cold. Western Provinces—Fair, not much change in temperature.

THE BAROMETER.

Time. Ther. Bar. Wind. 8 a.m. 21 29.62 22 W. Noon. 20 29.63 25 S.W. 2 p.m. 19 29.63 25 S.W. 4 p.m. 17 29.65 20 S.W. 8 p.m. 16 29.65 20 S.W.

Max. 20; min. 16; difference 4; mean average, 17.6; below; highest, 24; lowest, 16; minimum, 28.

BRITISH AND FOREIGN MAIL

A British and foreign mail will close at the general postoffice as follows: Advance mail at 6:00 p.m., Monday, Dec. 15.

Regular letter mail at 6:00 a.m., Tuesday, Dec. 16.

Supp. letter mail at 11:00 a.m., Tuesday, Dec. 16.

Regular registered mail at 11:00 p.m., Monday, Dec. 15.

Supp. registered mail at 10:00 a.m., Tuesday, Dec. 16.

STEAMER ARRIVALS.

Steamer. At. From. Alfonso XIII. New York. Santander. Antwerp. Montreal. New York. St. Michaels. N. York.

STREET CAR DELAYS

Saturday, Dec. 13, 1919. Delayed cars, eastbound, delayed 2 minutes at King and Spadina avenue, at 11:12 a.m., collision with auto.

Bathurst cars, both ways, delayed 5 minutes at 4:29 p.m., at Front and John, by train.

Bathurst cars, both ways, delayed 6 minutes at 7:30 a.m., at Front and John by train.

Bathurst cars, both ways, delayed 5 minutes at 8:40 a.m., at Front and John by train.

Bathurst cars, both ways, delayed 11 minutes at 10:55 p.m., at Front and John, by train.

Sunday Delays. King cars, both ways, delayed 5 minutes at 5:20 p.m., at G.T.R. crossing, by train.

Harper, customs broker, 39 West Wellington street, corner Bay. Adelaide 462.

NEILLY

MEMBERS OF THE

ULSTER UNITED

FOOTBALL CLUB

ARE REQUESTED TO ATTEND THE FUNERAL OF ALEX NEILLY FROM THE FAMILY RESIDENCE, 217 DELAWARE AVE., TODAY AT 2 P.M.

DORIC LODGE, A.F. & A.M., No. 316, G.R.C.

Members of the above lodge are requested to meet at 572 Dovercourt Road, on Monday, 15th inst., at 2 o'clock p.m., for the purpose of attending the funeral of our late Bro. Alexander Orr, Interment Mount Pleasant Cemetery.

HARRY P. REID, W.M. R. H. DUE, Sec.

THE STALLED ENGINE OF THE CONSTITUTION

BY THE SPECTATOR.

The despatches from Ottawa agree that Sir Robert Borden will be unequal to carrying on the premiership much longer. If some of his colleagues are not casting lots for his vesture, they are endeavouring in position to catch the mantle as soon as it begins to slip from weary shoulders.

Mr. Meighen is reported as the arch-manoeuvrer. Mr. Rowell is ready for the succession if his star can only be lifted high enough into the firmament. While the inglorious contest proceeds, the people, who, after all, make and unmake premiers, are in a very queer position.

Constitution Out of Gear. There has never been anything like the present Canadian situation in the heavens above or the earth beneath. Constitutionally Canada is in a blind alley. In no other British country, in modern times, at least, has the primary mechanism of the constitution been so thoroughly thrown out of gear as it is in Canada at this moment.

The people are utterly deprived of their chief political weapon. For many weeks, if not months, it is absolutely impossible for them to recover it. That weapon is the availability of an election by which the people's will can be expressed. Either by very deep design or by amazing obtuseness the election machinery of the nation has been interposed.

This happened because it was said over two years ago that the war compelled various departures from our customary methods, and altho we are now a full year and two parliamentary sessions removed from the war, there has been no time to return to the full use of parliamentary institutions.

When the king dies the prince succeeds without a moment's interruption of the regal function. Possibility of instant appeal to the country has always been jealously preserved as a first and last insurance against change and incompetence. Never until this humiliating phase in Canadian parliamentary government has it been impossible in a British country to solve a political crisis by an immediate appeal to the country.

Cabinet is Disintegrating. Fourteen years ago this month the Balfour government resigned because it could no longer hold together. Another government immediately came in, and in a few weeks a general election was held, which overwhelmingly sustained the government.

What opportunity has been given the nation by a government of the kind which has been in power since then? The Liberal party's condition would excite the pity of a heart of stone. The Liberal party has piecemeal been dismantled. The Liberal party is a shadow of its former self.

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PAYS \$400,000 FOR DISUSED RAILWAY

(Continued From Page 1.)

be redressed in two ways—by reducing expenditures and increasing revenues. Can excessive outlays be diminished by starving the services? That would only throw to the C.P.R. business that should come to the C.N.R. The process must begin by cutting out superfluous services primarily as between the old Canadian Northern and the Grand Trunk and Grand Trunk Pacific lines.

It is no use throwing good money after bad. Great business men are swift to cut their losses, and when ever possible, to scrap their mistakes. The National Railways administration has got its big job in recovering from the stupendous mistakes of its predecessors.

Gap Between Cost and Earnings. The World has already shown how Grand Trunk amalgamation traps the old Canadian Northern line as an express-passenger route between Toronto and Napanee. By using the Grand Trunk, the C.N.R. will save ten miles and at least an hour in the Toronto-Ottawa run thru a better and double-track roadbed.

For a gap between capital cost and earning power, the Grand Trunk Pacific, the child of the late President Jays' magnetism, is the outstanding example of the folly of big business. It serves relatively poor country in the prairie provinces. It runs thru the mountains to Prince Rupert, and is two hundred miles longer than the Canadian Northern route from the Yellowhead Pass to Vancouver.

Its branches, in the main, are at a great disadvantage compared with those of the C.P.R. and the C.N.R. Its main line scale of construction was more suitable to the New York Central than to a pioneer line in almost empty territory.

Take a couple of illustrations of the fundamental "badness" of the great architects of modern transportation, the glamor of which has been exchanged for a financial burden which all the people of Canada are compelled to bear, and in connection with which Mr. Smithers and his friends wanted the Canadian people to assume all the burdens, and leave to them all the chances of making the line pay.

Frankness of Two Fronts. When the Canadian Northern was completed to the coast a trainload of parliamentarians and publicists went to Vancouver to inspect the possession which was so soon to be lost, with which their constituents as a particularly white elephant. Frank Carvell, who was fighting Frank then; he's the chairman of the board of railway commissioners now—noticed as the train climbed out of the plains west of Edmonton to the elevations of the Yellowhead Pass, that the Grand Trunk Pacific rails were called close to the Canadian Northern, and that there was a scarcity of trains on both lines.

Shocked so much economic waste he sought Frank Oliver, who was minister of the interior in the Laurier cabinet when the foolish duplication was authorized. With the directness for which he is famed, Frank Carvell asked Frank Oliver, "Are we responsible for this?"

With the frankness that should have been between Frank's, Frank Oliver said to Frank Carvell, "You were, but—and the explanation did not exhibit all the customary Oliverian richness of utterance."

When Germany had steel. Shocked at the waste of the war proved. At the end of 1918 the British and French war chiefs at last understood that more railways behind the trenches were required. It was useless to drive the Germans back unless