

The Toronto World

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THE GLOBE HAS BEEN FOUND OUT AT LAST.

There came a day when the Liberals of Ontario had their eyes opened in regard to George W. Ross and his mal-administration of public affairs in Ontario.

To-day they are having their eyes opened in regard to The Toronto Globe and its betrayal of them and of the interests of the people of Ontario to the electric ring.

If they were forced to repudiate Ross they thought in their inner hearts that at last The Globe was found.

But if Ross was in the service of the electric ring and had recourse to its corrupt assistance to keep in power even worse than they now find the record of The Globe to be.

Robert Jaffray and Senator Cox have used The Globe as they used Ross to buttress the electric ring, to get additional franchises, to sidetrack public ownership and to betray the Liberals into a feeling of false security by putting a Presbyterian clergyman as the nominal head of the paper to sermonize on the Christmas spirit, to denounce barnacles in general terms, to uphold the righteousness which exalts a nation—and to let Jaffray write the power articles and the coal articles, and the insurance articles.

What a busy man this Jaffray has been in handing out water power franchises to syndicates in which Senator Cox is the head; in urging the Whitney government to confirm these franchises to the Cox syndicate; in entering the Laurier government in the selection of its commissioners to investigate the Cox Insurance companies; in publishing in The Globe for pay without ear-marks of any kind and as its own matters columns and pages of stuff written by the press agents of the electric ring to show that public disapproval as proposed by Adam Beck is ill-advised, imprudent, and against public welfare.

And when the Liberals get their eyes opened perhaps the Presbyterian body will begin to suspect a sinister design in the peculiar conduct of the reverend editor of The Globe, who has been so busy with their clergy and in their church courts to head off any charge that they had been deceived, and that they had found the Wilfrid Laurier of the times of the coercion of Manitoba a different man from the Sir Wilfrid Laurier of the educational clauses in the Northwest autonomy bills. These were the bills or rather the law that came up for the review of the people in London and North Oxford. Of this London, the Presbyterians may have heard something in the Toronto police court.

A PUBLIC ENEMY.
Let us define what we mean by a public enemy.

A city sets fit to sell a limited franchise to a street railway company or to give a power or lighting franchise on conditions to an electric company.

If the city should ever thereafter seek to modify these franchises or to repossess itself of them at the expiry of the term, or if it ever made a move to compel performance of the services set out in the franchise granted, or if it thought it could take advantage of some new discovery or appliance, then

Those men who are connected with these franchises and who seek to thwart recovery, who refuse to perform the undertakings, who resist litigation, who employ newspapers to mislead public opinion, who secretly acquire newspapers for this purpose, who retain all the lawyers in the town so that even the city can hardly get one for its side, who corrupt aldermen and legislators and public officials, who circulate false literature of all kinds, and who get to think that they are the owners of an everlasting monopoly and that the public

is in some way their legitimate and legalized prey—then these men and all their tools are public enemies. Toronto is full of them these days.

And those officials of railways who get great franchises and public subsidies, and who refuse to perform the conditions imposed on them by the franchisees, who refuse to give the public a square deal, these, too, are public enemies. And Canada is full of this class and of their retainers.

An ordinary citizen who desires to quit doing business with another citizen, or who wishes to close out a contract or an account with another citizen, or seeks to try a new line of goods, does so as a matter of right, and without any great opposition from the party closed out; but if the people organized in a municipality seek to act in a similar way they are browbeaten, have their doorsteps and their mail flooded with threatening literature, lawyers are retained to frighten them, newspapers employed to mislead them, political machines engaged to manipulate the vote, municipal officials and aldermen demoralized, and a thousand and one devices employed to deprive them of their rights. The public enemy denies to the organized public what he dare not deny to the individual—freedom to do what he wants to. The sponger the people learn to put these public enemies in their proper place the better.

THE GLOBE'S EXAMPLE.
There is a battery of advertising sheets called The East Ender, The North Ender, etc., published by one Wilson, and distributed in the city free, but sparingly, every week. They contain store advertising and can be bought up at any time to publish anything for which anyone will pay. They have been bought up this week to print columns of stuff against the Beck power bylaw, and they are being flooded on the doorsteps of every home in town. The bugaboo displayed is increased taxation, Toronto is to pay for building up of small places, and that the people do not want cheap electric light! Senator Cox, William Mackenzie, Sir Henry Pellatt and Frederick Nicholls must take their fellow-townsmen for fools if they think this kind of business will affect them. By the by, what do the business men of the town, who have maintained these advertising sheets for years, think of this selling of them and their interests out to the power crowd? The business men want to see Toronto the greater manufacturing centre that cheaper power would make it. Wilson takes their advertising and then sells them out. The Ender's explanation, however, is that he is following the example of The Globe.

THE INDUSTRIAL DEPARTMENT.
On nomination day Controller Jones gave a short resume of the work accomplished by Commissioner of Industries Thompson since he took office on the first day of September. When the department of Industries and public utility was established, it was frankly admitted that no great results could fairly be expected for at least a year or two, the work of interesting foreign capital in the establishment of a new, efficient and continued effort. In the four short months in which the new commissioner has had to work, however, the results have surpassed all expectations. He has been able to get into touch with sixty European and United States concerns, who were contemplating or were induced to consider the establishment of branches in Toronto. Of these sixty, Toronto has secured eight, Toronto Junction one, six have located elsewhere in Canada, and with the remaining forty-five the commissioner is still in negotiation. Considering the meagre appropriation granted by council for this year's work, the results so far attained are most gratifying, and the contention of The World that the establishment of the department was a real need of a great and growing city has been more than justified. The board of trade are to be congratulated in this regard, upon the far-sighted view which they evidenced by their unanimous resolution favoring the new department, and Controller Jones, in his remarks on nomination day, did right in giving that body credit for their co-operation with him in his proposal. We believe that, with the advent of cheap power, the adoption of the bylaw on New Year's Day will surely bring an era of industrial development will be inaugurated which will make the most sanguine of us rub our eyes.

CHEAP AND PURE LIGHT.
If any elector doubts that the public interest demands the passing of the power bylaw, he only needs to peruse the advertisements of the electric syndicate to have his doubts dispelled. Seldom has a weaker case been presented against a policy which promises so much that is important and beneficial for the future development and prosperity of the city. Unable to meet the clear and confident statements of the Hydro-Electric Commission and their expert advisers, the authors of the syndicate literature are doing their best to disturb and mislead the minds of the electors. But it is hardly conceivable that tactics of this kind will succeed in independent public opinion. The mere fact that the syndicate is personally concerned with the defeat of the bylaw is enough of itself to dispose of the claim made in its advertisements that the underhand campaign it is conducting has in view the protection of the ratepayers. So transparently insincere is an assertion of this kind that it needs no other answer than the straight fact that the syndicate simply wants to secure a free field for the dis-

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Restraint of Trade—Discrimination in Rates—Shortage of Cars—Suppression of Competition—Suffocation of Commerce—Paralysis of Agriculture.

Twenty-third Article.
Everywhere we turn in connection with the transportation problems of the country we find the same condition of affairs, and it is all due to the banding together of the railways to stifle competition and extort unreasonable tolls from the people of Canada. Local territory has been shamefully neglected by the carrying companies in order to provide facilities at competitive points, and the immense traffic of the country is rotting in the fields of agriculture and commerce because there are no cars to carry it to market.

Every year there has been more and more railroad traffic to handle and less and less facilities to handle it, and the consolidated railway interests of the country have deliberately refused to furnish the necessary accommodation. The handful of men who control the railway destinies of this broad Dominion are more interested in purchasing the influence of members of parliament than they are in fostering the welfare of the people of Canada.

In spite of the shackling of trade the country has attained unexampled prosperity. The railways claim that this prosperity is due to them. It is false. The country has prospered, not because of the railways, but in spite of them, and no better proof of that is needed than the progress which has been made notwithstanding the obstacles in the way of an expansion of trade.

From the west (Frank, Alta.) comes a memorial to the board of railway commissioners, stating that the fuel famine in that district is not due to the recent strike of the miners, but to the inability of the railways to furnish cars for the carrying of coal from the mines which were in operation, and which could have supplied the necessities of the country if facilities had been provided to take the coal to market. This petition winds up with a prayer that the board of railway commissioners will hold an early investigation with a view to obtaining adequate and speedy relief.

Investigation is only a waste of time. The remedy for the present disastrous car famine is simple. If the board of railway commissioners would only use the power vested in them and impose a penalty upon the railways for failure to supply within a reasonable time the cars required for the transportation of the traffic offered them for shipment, there would be a speedy end to the annual car famine.

There was no hesitation on the part of the board of railway commissioners in imposing a penalty upon the people of Canada for delays in rolling stock, but in that case it was the carrying companies which asked for protection, and they got it.

When the public ask for protection they also get it—in the neck. The board of railway commissioners should be given to understand that they were appointed for the protection of the public, not to work for the benefit of the railways.

The railway officials claim that it is a physical impossibility to get the engines and cars necessary to keep pace with the development of the country. Certainly it is impossible. But if the facts were gettable the reason would probably be found to be that the officials of the railways are financially interested in certain locomotive works and certain car shops, and if they were to be placed in an order outside of the companies in which they are interested.

The Canadian Freight Agents' Association, the Eastern Canadian Passenger Agents' Association, the Canadian Car Service Bureau and kindred organizations owe their existence to the attempt on the part of the railways to perfect a system which will place the public absolutely at their mercy. Instead of devising means to expedite the movement of the traffic of the country, their energies are devoted to inventing schemes for increasing their revenue from the traffic carried, and our representatives in parliament back them up in their nefarious schemes by associating the Intercolonial Railway with these associations.

The Dominion government is now on trial before the bar of public opinion, on the charge of failure to enforce the laws of the country, and for failure to provide accommodation for the handling of the traffic of the country, and unless immediate action is taken to afford relief the verdict will undoubtedly be "criminal negligence."

A continuation of the present condition of affairs means disaster to the commercial interests of the country. There is no hope for the future of the board of railway commissioners for Canada, and it remains for the government to take action that will remove the disabilities from which the people are suffering. They cannot afford any longer to ignore the force of public opinion which demands prompt action in providing increased facilities and an effective equalization of rates.

(These articles have appeared daily since Monday, Dec. 18.—Ed.)

tribution of the power is to be at double the fair and proper price. Cheap electricity is of immediate advantage to every citizen. He need not be a power user, tho, even in this form, cheap electricity, by promoting industry and cheapening the cost of production, increased prosperity for both commercial and individual. Cheap electricity brings with it the prospect of improved city and house lighting and the provision of innumerable other services in the home, which will lighten household labor and add to the comfort and convenience of living. Few days elapse without a tragedy due to the presence of poisonous illuminating gas in the home. Cheap electric light brings the boon of a pure illuminant within the reach of the poor as well as the rich. Many a good life in Toronto and in the Province of Ontario has been sacrificed within the last few years thru the careless risk attending the use of poisonous gas and accidents with other dangerous methods of lighting are not infrequent. And abundant and cheap electrical energy, as Mr. Cecil B. Smith affirmed, in the paper he read yesterday, to the Empire Club, ultimately means smokeless cities. What that involves for the improved public health does not require demonstration. But as yet the world is only on the threshold of electrical discovery. Electricity is the most wonderful of all the natural powers which man is bringing under subjection, and will become the greatest and most universal of his servants.

Question for Toronto to-day is whether this opportunity to secure cheap electricity is to be seized, while there is time. Water power yields in value to no other provincial or national resource. Niagara and the many other water powers with which Canada abounds belong to the people and should be jealously guarded in the interest of the people. A foolish policy has already suffered serious inroads to be made on resources which were the people's heritage, and if the electric syndicate is allowed the free hand it expected and desires, what ought to be a public benefaction will become the appanage of a few capitalists. The biased representations of the syndicate assert the passage of the bylaw to be class legislation—not its passage, but its rejection would be class legislation. When the syndicate asks the electors to deprive themselves of cheap electricity, its purpose is not to protect the public, but to secure a price for its product greatly in excess of a fair and proper return upon its legitimate capital expenditure. The more the position is studied the more reason appears for Mr. Smith's surprise that the municipalities should hesitate for one moment to accept the government's proposition. Seldom has a proposal of this kind been made, offering so little scope for honest and disinterested op-

position, and the welfare of the city and the province demands that the bylaw be carried by a majority sweeping and decisive.

THE WAY RAILWAY PASSENGERS ARE TREATED.
Editor World: Just a line to protest against the action of the G. T. R. officials in keeping a train full of passengers on the way home to points east to spend Christmas pangs for three hours, starting on a train from 10:15 Christmas Eve to 1:30 next morning, waiting for a train to arrive from the west, which was delayed at Mexico (seven miles out) on account of a hot box on the locomotive.

protest against the holding of passengers to suit the convenience of the railway company, and to save that expense of a busload. The train being delayed on route by snow blockade or such like, as it is then unavoidable, but when a train is delayed for hours in starting in a large railway centre like Toronto, then there is something wanting, and I would respectfully suggest to Mr. Maclean, M. P., that he urge in parliament the appointment of a government inspector at large railway centres in the country to see that trains get away on time, and, in cases like this one, that special be provided. In any event, the travelling public be no longer imposed on to suit the convenience of the Railway Company. Sufferer, Kingston, Dec. 25.

The World volunteers the suggestion that the Grand trunk and the Canadian Pacific should not have any spare passenger equipment on the occasion. The best energies of the two big roads doing business in Ontario, and especially of the executives, are devoted to new fields of conquest, not to developing fields already in operation.

As to an official—the suggestion is good. But we do pay a man for this very purpose. His name is Hon. H. R. Emmerson, M. P., minister of railways.—Ed. World.

CHEAP POWER, AND LIBERALS.
W. F. Maclean, M. P.:
Dear Sir,—I am a Liberal, running a big mill in North Toronto. If you can save me \$1000 a year by cheap power, those are the politics for me. No Liberal policy has ever saved me \$1000 a year that I know of. Cheap power is good politics. More power to you, Mr. Maclean.
Your Admirer,
North Toronto Miller.
Toronto, Dec. 24, 1906.

Bank of Hamilton new building offered to let. The building is now sufficiently advanced to enable applicants to see the accommodation suitably available. Apply to R. A. Milne, 10-12 King West, Hamilton, who will be pleased to show plans, and accompany parties thru building.

SIGNIFICANCE OF PARTY NAMES.
P. H. Bowyer, M.L.A., has been writing in his paper, The Ridgeway Dominion, regarding the disappearance of old party lines and the coming sound of the progressive elements. He says:

Aside from the main battle waged between the two political parties in the past, there is a new battle going on within the ranks of either party. The progressive and conservative elements, the new and old, are often divided after this manner, for

with new issues constantly arising, men of the same party cannot be expected to always see eye to eye. Party names are constantly being used to have less significance, as the new issues drive the old historic ones into the background. This is more particularly the case in provincial affairs. Such questions as that of Niagara power, the mining laws, the school laws and taxation, assessment and taxation laws, permit the drawing of no tight party line—they are questions of business and administration on which the men within the same party differ. Hence each party contains a radical and conservative element. The party directing and ruling the affairs of the province at present is known as the Conservative party, but it contains a strong radical element, and the legislation of the past two sessions can best be described as along radical lines. That it has met with the approval of the people, who want more of it, is beyond any doubt. That it has not met with the sincere approval of some within the party ranks is an assertion to make. The old-time Conservative, especially he of the "upper ten" and the men interested financially in the great corporations, have not regarded with enthusiastic approval all the legislation passed by the present legislature, and perhaps some members of the latter body have had their doubts. The members of the cabinet, however, are ready to approach and ready at least to listen, have been and will be cautioned to go slow and not offend the great corporations containing members of the party. The ministers may listen, but must by this time fully realize that the government's popularity in the country is because it is a "government that does things," a government that stands for the rights of the people as against any unfair and unjust assumptions on the part of the exploiters and would-be exploiters of public franchises and the public domain, including the water powers, timber and mineral resources of the province. They must further realize, while ready to listen, give consideration to the started conservative element within the party, that when the question about the answer from the people is, "The progressives have it," and that the only chance for a continuance of almost unanimous popular approval and prolonged tenure of office lies in continuing to travel the same road they entered upon nearly two years ago.

BECK PLAN MEANS CHEAP LIGHT FOR HAMILTON.
Hamilton Herald: But it is not only in the matter of motor power that the Beck scheme promises benefits to municipalities. In the matter of electric lighting there are solid advantages to be gained. In Hamilton the Cataract Co. holds a monopoly of this service to the city, and the natural—the inevitable—results of monopoly are felt. The company charges for electric light "all that the traffic will bear." Absence of competition enables it to exact rates just low enough to tempt citizens to use electric light in preference to gas and oil. But the rates exacted here are higher than they ought to be, and the profits of this branch of its business are unduly high. In Toronto and London the electric lighting plants are operated by electric companies, and we are supposed to enjoy the advantages of cheap electric energy generated by water power; and yet the business men and householders of Hamilton have for years been compelled to pay higher rates for their electric light than those of the business men and householders of Toronto and London.

The Herald does not blame the Cataract Company for exacting rates that are too high. It is a business concern, managed on business principles; and it is the business of the directors to earn as high dividends for the shareholders as they can. But there are a whole lot of people in this town who don't like Cataract shares and are not persons suggesting the saying of it to the power. Our interest is rather in the opposite direction. We want cheaper power for the small user and cheaper lighting for the household. Depend upon it, this can be brought about only thru effective competition, and the most effective instrument of competition which could be devised is the government power project for supplying power to the city of Hamilton.

Mr. Beck has promised that by Hamilton's participation in the government power scheme it will be made possible to cut the local price of electric light in two. Isn't the prospect of such a gain enough of itself to ensure popular support of the power bylaw?

STREET RAILWAY PLAN TO RELIEVE YONGE STREET.
Manager Fleming says the street railway wishes to run a line from the Union Station north up College street, past the old city hall, and then up Bay street and thence up Terminus street to College street, and probably to the city hall, and thence north above the railway tracks. His policy will be to keep Yonge street, so far as possible, for Yonge street cars, using the Church street and Victoria street lines more.

Toronto Esperanto Club.
The next regular meeting of the Toronto Esperanto Club will be held tomorrow evening at 8 o'clock at the home of the president, Gordon Thompson, 145 Crescent road, Rosedale. Beginners' classes are now being formed for the study of the new international language, and all those interested are cordially invited to attend. Pamphlets giving full information in regard to the Esperanto language, its aims, uses, and formation, can be obtained gratis by dropping a card to the above address.

Girl Clerk Arrested.
Vina Whitsett was arrested by Constable Ironides last night on a complaint from J. Spencer, storekeeper, 22 Yonge, by whom she is employed, on a charge of stealing a sum of money.

The accused is 21 years of age and lives at 172 Hampton avenue.

Doctor Hammond's NERVE and BRAIN PILLS
Marvellous, Magical, Youth Restoring Pills, that speedily bring back the vigor and vitality of the system, and cure all nervous and brain diseases, and all other ailments of men and women happy every day. If you are suffering from any of the following ailments, you will find these pills a most valuable remedy. Write for large illustrated Catalogue of everything in the drug line, at once.

The F. E. KARN CO., Limited
COR. QUEEN & VICTORIA STS. TORONTO, CANADA

T. EATON CO. LIMITED

THIS STORE CLOSSES DAILY AT 5 P.M.

Fashionable Black Suits

OUR new assortment of stylish black suits deserve all the prominence it's possible to give them.

Cut from the season's best models; made of fine imported wools, and tailored to perfection.

Then priced in a way that will make men who "know" want them; priced to win your trade and keep it.

FOR 11.00—Black clay twilled worsteds; single breasted sack style; Italian cloth lining. Sizes 36 to 44.

FOR 12.50—Black Vicuna; single breasted sack cut; heavy Italian cloth lining, good interlinings.

FOR 15.00—Fine smooth black Vicuna; latest semi-fitting coat, with extended shoulders and vent, best lining and trimmings.

MAIN FLOOR—QUEEN STREET

AT OSGOOD HALL.

Action for Alienation.
Emma Weston has begun an action against Della Perry and Reuben E. Perry, claiming damages for the alienation of the plaintiff's husband, Henry T. Weston.

Will Against a Winnipeg Firm.
Palter Bros., cap manufacturers of Toronto, have obtained leave from Master-in-Chambers Cartwright to issue a writ of summons for service on the Empire Importing and Jobbing Co., carrying on business at Winnipeg. The suit is over certain goods sold by Palter Bros. to the defendants.

Alimony Action Dismissed.
N. C. Patterson began a suit against Joseph Snider and E. J. Snider, who have been dismissed without costs. The court made the order accordingly.

Application to Wind Up.
James Leighton Davidson of Toronto has filed an application to the court to wind up the British-Canadian Engineering Co. Limited, of Toronto, a company was incorporated in October last to carry on the business of mechanical and electrical engineering and promoting. The authorized capital was \$250,000. John Robson was chief promoter and president of the company. Davidson is a creditor of the company for over \$200.

Katharine Williams has filed an affidavit in the suit brought against her by the Trusts and Guarantee Co., as administrators of the estate of Daniel Williams to prevent the discharge of the premises and effects at 180 East Front street. Mrs. Williams states that she is the legal wife of Daniel Williams, as the first Mrs. Williams, secured a divorce from her husband in 1891. Moreover she bought her husband's business in 1897 with her own money.

Very little need be said in support of such attractions as "A Country Girl" and "The Cingalese," which are to be presented here at the Princess Musical Company, which is an organization of the first importance. They will be presented here the same as they were at Daly's Theatre, New York, just as elaborate, just as rich, in scenic faces, lovely dresses and picturesque scenery. The cast includes Misses Elgie Bowen, Genevieve Fletcher, Viola Kellogg, Laura Butler, Grace Gresham, Helen Ormiston, Helene Volcott, Sam Collins, Melville Stewart, Helen Mostyn, Harold Vize, Adam Dockery, Grant Hamilton, Frederick Lyon and a host of others. The plays will be given in the following order: "A Country Girl," Monday, Tuesday and Saturday night; "The Cingalese," Wednesday, Thursday, Friday night and Saturday matinee. The seat sale opened yesterday with a rush.

Barney Gilmore, who has before now become well known as an actor who handles the role of the Irishman, has a big hit in his new play, "A Rocky Road to Dublin," a three-act drama by Daniel L. Hart, which will be presented for the first time here at the Princess Musical Company. Many strong scenes are presented and the author's ideas are interpreted with full justice.

PUBLIC AMUSEMENTS.
The "New Century Girls" are next week's attraction at the Star, presenting "The French Ball" and "Scandal in the Bug Family." The olio is provided by the Great Bartlett Troupe of French acrobats; Nellie Sylvester, the sweet singer, acknowledged by the press and public; Hays and Winchell, in a comedy sketch; Tom Barrett and May Beale; Mitchell and Van, in the "Dutchman and the Tad"; Mille Valmore, who can sing con songs; the funny Irishman, Jack McCabe.

A recital of unusual interest was given at the Metropolitan Church this evening by Oliver Bainbridge, who will tell some of his remarkable experiences in savage lands. The stereoscopic pictures of these savages will be well worth seeing.

C.P.R. VERSUS T.S.R.
Former Objects to Latter's Operation of Second Line of Track.
The C. P. R. yesterday applied to Justice Giesbrecht for a writ of sequestration against the Toronto Street Railway Company, to prevent the latter running its cars on both tracks on Avenue road over the railway tracks. The crossing is alleged to be unsafe.

In 1903 the street railway was forbidden to cross the C. P. R. at that point, but in 1904 were given permission to use the western track.

A week's enlargement was given the order, and in the meantime the Ontario Railway Board will be appealed to.

THEY SAW IT.
The 150 children of the Ontario Children's Aid Society, who were taken to the tree, a splendid tree, was distributed. The tree had been trained by Heintman, contributory pleasuring choruses. Visitors went to the tree with the merits of

JOHN CAT

AFTER C

Many lines of goods to which you broken lines departments result selling—will be in prices.

LINEN HANDKERCHIEFS.
Lace Neckwear, Towels, Handkerchiefs, etc.

LADIES' SILK.
Kid Gloves, Umbrellas, Ribbons.

LINEN DAMASK.
Huck Towels, White Blankets, etc.

CAPE, RUGS & SHEETING.
Shawl, Blanket, etc.

SUIT AND GOWN.
In black and color variety.

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King-street-Ontario

YANKEES WE.
Continued

seasons in the N purpose of obtain ing great benefit negotiations will the seals start nor their southern border territory island and the United States has the right wherever they may be. He has suggested to brand of born on the island.

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