JAPANESE IMMIGRATION.

MR. MONK RAISES THE QUESTION

Correspondence Wanted-Sir Wilfrid Says Wait Until Mr. Lemieux Finishes-Mr. Lancaster's Bill to Regulate Speed of Trains at Crossings

Ottawa, Dec. 12.-The question of Japanese immigration was raised for the first time in the House this afternoon, on a motion by Mr. Monk for all correspondence between the Dominion and Imperial Governments relative to the Anglo-Japanese treaty. The member for Jacques Cartier took the ground that the clause insuring the Japanese freedom of travel and residence in Caninvolved an abandonment of

ada involved an abandonment of the principle that Canada was entitled to control of its own immigration, and argued that as the character and habits of the Japanese were different from those of Canadians there should have been a restriction.

Sir Wilfrid Laurier said the House was entitled to the fullest information on the subject, and the Government had no objection to the motion, but he pointed out that it would not be advisable to bring down the papers until Mr. Lemieux had concluded his mission.

Replying to Mr. Foster, the Prime Minister explained that Mr. Lemieux had no diplomatic status in Tokio, and that representations to the Japanese authorities had been made through his Majesty's Ambassador.

thorities had been a Majesty's Ambassador. Mr. Lancaster's bill respecting unpro-

tected railway crossings, which was rejected by the Senate last session, was

tected railway crossings, which was rejected by the Senate last session, was read a third time, with the unanimous consent of the House, being the first bill to go through this session.

Mr. Ethier moved the first reading of his bill amending the railway act. In brief it proposes that the present system of expropriating lands for railway purposes shall give way to a plan under which experts appointed by a Judge shall have power to personally inspect and fix the indemnity for lands proposed to be expropriated.

Mr. Fielding, answering Mr. Foster, said the travelling and other expenses paid since March 31 to date of the following Ministers were: Sir Wilfrid

said the Favening at the following Ministers were: Sir Wilfrid Laurier, \$63.75: Sir Frederick Borden, \$729.65; Hon. W. S. Fielding, \$1,142.75: Hon. L. P. Brodeurf, \$507.69; Hon. Syd. ney Fisher, \$949.14.

on. Frank Oliver, replying to Mr. arthy (Calgary), said a bill was Hon. Frank Oliver, replying to Mr. McCarthy (Calgary), said a bill was now in preparation to give effect to the resolution of December 1, 1906, to set aside grants of lands for residents of Manitoba, Saskatchewan and Alberta who took part in the South African war. To Hon. Mr. Foster Hon. Mr Fielding replied that £38,000 of the £500,000 loan, August 17 last, had been discounted outside of the Bank of Montreal, London.

Hon, Mr. Fielding, answering Mr. Foster, said that the French treaty would, as a matter of course, apply to those countries which were recognized

those countries which were recognized as favored-nation countries. Hon, William Templeman, in reply to Mr. Monk, said the question as to the intention of the Government to introduce amendments to the inland revenue act, so far as tobacco was concerned, was under consideration.

Sir Frederick Borden, in reply to Lieut.-Col. Worthington, said 36,000 Sutherland rifle sights had been ordered by the Militia Deaprtment. No payments had been made on them. They were to be adjusted to the Lee-Enfield rifles. The question as to whether they were to be used with the Ross rifle was under consideration.

deration.

Mr. Lancaster spoke to the motion

or the second reading of his bill to

nend the railway act. This measure, for the second reading of his bill to amend the railway act. This measure, which in one shape or other had been before the House for several years, has as its principle limiting the speed of trains on unprotected crossings in settled districts unless the Railway Commission allows a modification. It passed at the last session, but was rejected by the Senate.

ed at the last session, but was rejected by the Senate.

Hon. Geo. P. Graham said the question of level crossings and their dangers was one that would not down. He was not one of that class that cried out against railway and other corporations simply because they were corporations, but the paramount interest of the moment was the protection of life. There were many railway crossings that were daugerous, and he was in hearty sympathy with the movement to gradually check this danger in thickly-settled portions of the country. He concurred in the bill, which was then read a second and third time, thus being the first bill two few the last of the country. and third time, thus being the first bill to go from the House to the Senate this

Mr. Wright, Renfrew, moved that in the interests of good legislation the rules of the House of Commons be amended so that, except on extraordinary occasions, to be decided by the Government, the hour of adjournment for the evening sittings be not later than 10.30. Sir Wilfrid Laurier said the rule which it was desired to amend was one to which reasonable exception might be taken, but it had the advantage that it had been the rule in England for many generations, although he believed there was a tacit understanding that the British House should not sit after a certain hour. Wright, Renfrew, moved that in

hour.

Mr. Borden—Twelve o'clock rule:
Sir Wilfrid Laurier—Yes, but I think it is honored more in the breach than in the observance.

he observance, Mr. Borden agreed that the reform proposed was very desirable, and sug gested that Mr. Wright might bring for ward his motion area. ward his motion again.

Mr. Foster favored a time limit being

Mr. roster layored a time limit being imposed on speeches, expressing the view that, unless on special occasions, nalf an hour or three-quarters was long enough for any member to say his say.

Mr. Monk thought day sittings should be tried.

Mr. Taylor said that after twenty five year's experience he had come to the conclusion that a change was needed. He suggested that the House should meet at 10 in the morning, sit till 1, resume at 2, and finish at 6, commuttees to sit in the evening.

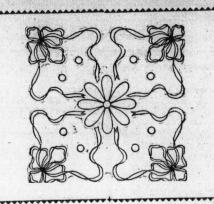
t in the evening. Mr. Wright withdrew his motion.

Christmas Presents.

Best stock in city of safety razors, carbo-magnetic and King shaver razors, shaving brushes and cups, razor strops, gents' pocket books and ebony hair brushes. We also carry a choice assortment of fountain pens, pocket knives, mouth organs, ladies' pocket books, mirrors, hand bags, ladies' companions, totollet goods and perfumes in cases, etc. Gerrie's drug store, 32 James street

H OME NEEDLEWORK PATTERN SERVICE.

Patterns are being sent from Montreal.



No. 679-The embroidering of a cushion top becomes a pleasure, indeed, when the design combines simplicity of execution and beauty of appearance when finished; the design here shown, that of a bowknot and conventional figures, presents an ideal motif for either shadow work on a lawn cushion, or a heavy outline work on the heavier materials. The prices of this pattern are: Perforated pattern, complete, 25c; stamped on tan ticking, 25c; stamped on fine lawn, 20c; stamped on extra fine tan linen, 50c; materials to work, white or colored, 35c.

To the Home Needlework Pattern Department D., Daily Times,

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Gentlemen,-Please send me Home Needlework Pattern No. ----, as above. Enclosed please find --terial to work.

ODD JOB MAN'S TALE PATHETIC; DERELICTS OF HUMANITY ADRIFT.

...

(By Frank J. Brown.)

There are thousands of "odd job" men in Chicago. Spring and fall they will best your carpet for you, and do any other work in connection with house-cleaning or moving. In the winter they are out early in the morning to sweep your sidewalk. In the summer they are ready to trim your lawn or look after your garden. Many of these men establish a "clientele" of ten or a dozen families and do all the edd jobs for them, carning a livelihood thereby.

They usually rent a room in the vicinity of their "clients" and stay there, year in, year out. The majority, however, have no such steady trade, and go from one end of the city to another in search for work. They frequently stay at lodging houses of the five and ten cent variety. A few go above that rate and have a permanent room at one of these lodging places for a dollar or a dollar and a quarter a week.

Men Shoved Asids in Rece

and have a permanent room at one of these lodging places for a dollar or a dollar and a quarter a week.

Men Shoved Aside in Race.

These men are the odds and ends of our industrial system. They have become unfit for hard and regular work by old age or by disease brought on by exposure, and by work under conditions detrimental to health. There are among them old section hands, ex-dock men, street laborers, and men whose work generally exposed them to all kinds of weather and hardships.

Among them also are some factory hands who have been displaced to make room for younger men. Some there are who have been displaced to make room for younger men. Some there are who have been displaced to make room for younger men. Some there are who have been displaced to make for the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have been displaced to make the proposal of the last five years have the proposal of the last fiv

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Such men will suffer untold hardships rather than go to Dunning, because they hate regulations. They abhor living up to the rules which the heads of such an institution prescribe for them. The inborn love of freedom which is found in every man's heart is the case of these people becomes accentuated to a point of francy.

people becomes accentuated to a point of frenzy.

"There is nothing so pathetic as the sight of some of these old men," declares a person who has gone much among them as a charity worker. "A woman when she gets old can still look after herself. A man is perfectly help-less. Yet they hate to become dependnts and will not go into any home for the aged unless they become run down to such an extent that they are cut off from all means to earn even the most miserable and uncertain livelihood."

Learned Druggist Begs Quilt.

A visit to some of the lodging houses on an evening when most of these men were in presented a cheerless, depressing sight. But more cheerless even than the sight of these people were their stories—stories which come to light only after some friendly relations have been established with them, for these seeming "outcasts" of society have private, personal matters and tales which cannot be trifled with. Not a few of them are "men with pasts," some with respectable, even brilliant pasts.

with pasts. Some with respectable, very brilliant pasts.

One of the men, whose confidence was won, was once the proprietor of two drug stores in a western city. He was graduated from a German gymnasium, later

The latest article he took up was steel pens, on which he said he could make a little over 75 per cent., if they would only sell. The trouble with that business, he complained, is the difficulty of selling. The fountain pen was his chief competitor. Beside, even those who used steel pens never thought of buying a boxful or even a dozen at a time.

This man was an Australian by birth and bookkeeper by trade. He worked at his trade, both in Australia and in the United States. When asked concerning the source of his misfortunes, he said, reflectively:

"Once you begin to go on the down-

eration in the stockyards. This man now stays at the house of a friend, eking out an existence sometimes by finding some little work to do for a neighbor, but generally by picking up crusts of bread in garbage boxes. He once had a wife and children. But as he is nearly 85 years old his wife has long since died.

Children Busy Buying Booze.

SHAPED OVER FOOT SCULPTURED LASTS



Foot-rite lasts are a revolution in last making. They're shaped to overcome the foot corset curse. They're a study in sculpture.

Explanation:

The most handsome and ideally formed feet known to orthopedic experts are the feet of athletes. Without perfect feet no prize-fighter could side-step, no runner could sprint, no footballer could dash, etc. Ideal athletic feet of all shapes from all over America, Canada and England were selected as Foot-rite models. These were reproduced in wood without the smallest change by well-known sculptors. These sculptured were then graded into all sizes. Over these model athletic lasts Foot-rite shoes are moulded. We mean? It means that Foot-rite interiors are shaped I te the human foot. It means that What does this

no matter what the shape of your foot, any Foot-rite store contains a shoe interior that's the same shape and size as your foot. It means that there's comfort in a Foot-rite Shoe such as you never found in other shoes. And it means that the Foot-rite Shoe, being shaped like the handsome and ideally formed feet of athletes, is certain to please both the eye and

Try on a pair of Foot-rites. You'll admit that we've done something unusual to the form

The same prices in America, Canada or Great Britain—\$4.50, \$5.00, \$5.50 and \$6.00. Every pair Goodyear Welted.

Trudell & Tobey

FOOT-RITE

The Shoe with Twenty Improvements

BOSTON

The Foot-rite Shoe Company, Makers

2 T's 50 James Street North

for the west, and he had not been heard from for over twenty years. His daughters have been married, but have all they can do in the managing of their own affairs, in feeding their own childer, and occasionally supplying their husbands with money on which to get drunk.

One of his daughters has been deserted by his husband, and this one perhaps is better off than her sisters,
But still her father can expect little or no aid from her, Occasionally the old man makes a few cents by pic king up a little wood and selling it. Generally, however, he lives, nobody knews how or or on what. It seems that his body, hardened by age, by years of suffering and privations, has become numb to all feeling of hunger and cold, and the least bit of food is sufficient to keep him up.

Finds Old Friends in Yards.

His down you are and what you did and so on. Here every man is tree to live as he choses. Nobody cares tree to the as he is in the country. He country has he he is in the country. He is not asked to trace his family record in order to get a job that would be in a quarter."

Many of them seem to have a love for Chicago air and atmosphere.

"Ask a Russian or Polish nobleman why he likes to live in Paris," one of them who had travelled widely, was well read, and spoke with asslight as event, said. "It is the same to ask us why we like Chicago, Chicago is Chicago. The same that his body, hardened by age, by years of suffering and privations, has become numb to all feeling of hunger and cold, and the least bit of food is sufficient to keep him up.

Finds Old Friends in Yards.

RAPTIST

boxful or even a dozen at a time.

This man was an Australian by birth and bookkeeper by trade. He worked at his trade, both in Australia and in the United States. When asked concerning the source of his misfortunes, he said, reflectively:

"Once you begin to go on the downward path there is nothing in the world that will stop you nowadays. I had no home here, no farm, or even friends or relations on a farm or in any other independent position in life. The result is that when I found himself thrown out of the beaten track to which I was accustomed I was soon on the road to the lodging house."

This man was decidedly English in his speech and bearing. There was even a tinge of puritanism about his gray, but clear and stoic eyes.

A tragedy nearer home was found in an old Irishman who worked for a generation in the stockyards. This man now stays at the house of a friend, ekino out

ure.
"Why don't you go to some small town, or out in the country, where it is cheaper, easier and healthier to live than it is in Chicago?" one of these men, who looked to be down and out, was

Mr. and Mrs. A. J. Missner were at Hamilton on Thursday evening attend-ing the supper given by Warden Van-sickle, at the Dominion Hote!. Mr. K. Vansičkle, of Brantford, spent Sunday at Wm. H. Spoar's.

JERSEYVILLE. *************

Several of the friends and neighbors of Mr. and Mrs. M. G. Vansickle met at their home on Monday evening to spend a social hour and bid them farewell on the eve of their departure for their new home at 68 George street, Hamilton. During the evening Mr. J. G. Cochrane read a nicely worded address, showing the high esteem in which they are both held in the neighborbhod, and, on behalf of the friends, the Methodist Church and choir, presented them with a handsome "Why don't you go to some small town, or out in the country, where it is cheaper, easier and healthier to live than it is in Chicago?" one of these men, who looked to be down and out, was asked.

Chicago is Chicago—That's All.

"Well," he said, "there is no place like Chicago for poor old men. In the country people are particular. They won't let you in a house unless you are dressed just so, and, when you do get in, they will usually tire you out with

Mr. and Mrs. H. Gaddy, of Fowler, Michigan, are at present the guests of Mr. and Mrs. Wm. Hossack.
Mr. and Mrs. H. Waldron, spent Sunday with Mr. and Mrs. T. Carr.
Mr. J. Reinhardt, who has been visiting friends in Michigan, for several weeks, has again returned home.
Mrs. Kayzer, of Detroit, Mich., is at present renewing acquaintances in this neighborhood.
Mr. R. Mayhew, who has been travelling in the western county for several

Mr. R. Mayhew, who has been traver-ling in the western county for several months, has again returned, greatly im-pressed with what he saw. Mrs. Joseph Mayhew, who had been suddenly called to Huntsville to attend the funeral of her brother, who was ac-cidentally killed in the woods, has not yet returned home.

CRESOLENE ANTISEPTIC TABLETS SORE THROATS AND COUGHS They combine the germicidal value of Cresolene with the soothing properties of slippery elm and lico-rice. Your druggist or from us, 10c in stamps. LERMING, MILES CO., Limited Agenta, Montreal, 40r Nineteen women have been elected to the Finnish Parliament

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY SYSTEM.

Niagara Faile, New York—2.30 a. m., *5.27 a. m., *9.05 a. m., *5.00 p. m., *7.50 p. m.

S. Cathardnes, Niagara Faile, Buttalo—5.47 l.

S. Cathardnes, Niagara Faile, Buttalo—5.47 l.

S. Cathardnes, Niagara Faile, Buttalo—6.47 l.

Faile, S. Cathardnes, S. Cathardnes, M. Cathardnes, M. Cathardnes, M. Cathardnes, M. Cathardnes, M. Cathardnes, M. Cathardnes, S. Cathardnes, M. Cathardnes, S. Cathardnes, M. Ca

CANADIAN PACIFIC RAILWAY.

CANADIAN PACIFIC Reillway.

1.40 a. m.—For Toronto, Lindsay, Bobcaygeon, Peterboro, Tweed, Kingston, Ottawa,
Montreal, Quebec, Sherbrooke, St. John, N.
R. Halifax, N. S., and all polute in Maritime
Provinces and New England States. Tettenlaw, Beeton, Alliston, Craighurer, Bala and
Bobston, Lakes.

10.00 a.m.—Colly)—For Toronto.

11.25 p. m.—For Teronto, Fort William,
Winnipog, and all polute in the Northwest
and Hritish Columbia.

3.10 p. m.—For Toronto, Myrtle, Lindsay,
Bobcaygeon, Peterboro, Tweed, Brampton,
Pergus, Elora, Orangeville, Owen Sound,
Arthur, Mount Forest, Harriston, Wingham,
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Arthur, Mount Forest, Harriston, Wingham,
Arthur, Mount Forest, Harriston, Wingham,
And intermediate stations.

5.15 p. m.—For Toronto.

S.15 p. m.—For Toronto,
S.15 p. m.—For Toronto,
Peterboro, Craighurst, and Intermediate stations.

5.16 p. m.—For Toronto.

S.15 p. m.—For Toronto,
S.15 p. m.—For Toronto,
Peterboro,
Ottawa, Montreal, Quebec, Sherbrooke, Portland and Boston, Sault Ste. Marle, For Willand, Montreal, Quebec, Sherbrooke, Portland and British Columbia points.

Train-State States and Cally), 10.25 a.m.,
(daily), and 2.10, 4.10, 6.15 (daily), 8.10 and
10.25 p. m.

TORONTO, HAMILTON & BUFFALO

RAILWAY

Cere on all through trains.

Arrive
Hamilton
**4.40 a. m. ... Detroit, Chicago and
Toicedo express ... **5.55 a. m.
**9.45 a. m. ... Brantford and Waterford express ... **6.30 p. m.
**12.30 p. m. Brantford and Watcriord express ... **6.30 p. m.
14.55 p. m. Detroit, Chicago, To16 p. m. .. Detroit, Chicago, To**16 p. m. .. Brantford, Waterford
and St. Thomas ... **5.50 p. m.
**18.60 p. m. ... Brantford, Waterford
and St. Thomas ... **5.50 p. m.
**2.40 p. m. ... Brantford, Waterford
**Daily Except Sunday.

HAMILTON RADIAL ELECTRIC RAIL

ville—6.10, 8.00, 10.39, 1.39, 2.30, 5.19, 8.25, 11.10.

These cars stop at Beach Road, No. 12, Canal, Lotel Brent, Burlington, and all stations between Burlington and Onaville. Cars leave Burlington for Hamilton and in-the state of the st

Oskville and Burlington, Hotel Brant, Canal Bridge and No. 12.

SUNDAY SERVICE.

Cars leave Hamilton for Burlington and intermediate points—8.16. 2.19, 10.10, 11.19, 12.10, 1.10, 2.10, 2.10, 1.00, 1.01, 1.19, 5.10, 9.10, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1

all stations between Summissan and te-villo.

Cars leave Burlington for Hamilton and te-termediate points—8.10 310, 10.10, 1110, 17.19, 1.10, 2.19, 3.19, 4.10, 5.19, 6.10, 7.10, 5.10, 9.10, 10, 10.

Cars leave Cakville for Hamilton—9.30, 12.50, 7.50, 7.60, 9.45.

These cars stop at all stations between Cars leave Burlington for Hamilton and la-Bridge and No. 12 station.

HAMILTON & DUNDAS RAILWAY.

HAMILTON & DUNDAS RAILWAY.

MEEK DAY SERVICE.

Leave Uundas-6.00 7.15, 8.05, 9.15, 10.15

1.16 a. m., 12 15, 1.15, 2.15, 2.15, 1.5, 1.5, 1.5

5.15, 7.15, 8.15, 9.30, 10.20, 11.15 p. m.

Leave Hamilton-6.15, 7.15, 8.15, 3.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 10.15, 1

Leave Hamilton-9.15, 11 09 a. m., 12 40, 1 34, 2 30, 2 30, 4 30, 5 30, 6 30, 7 30, 8 30, 0.15, 10 18 p. m. HAMILTON, GRIMSBY & BEAMS-VILLE ELECTRIC RAILWAY.

VILLE ELECTRIC RAILWAY.

WEEK DAY FERVICE.

1,eave Hamilton—7.3, 8.10, 9.13, 19.10 a.m.,
12.10, 1.10, 2.10, 3.10, 4.19, 5.10, 6.19, 7.10, 8.10,
9.10, 19.10, 11.10 p. m.
Leave Beamaville 6.15, 7.15, 8.15, 8.15, 6.15, 6.15,
11.5 a. m. 12.13, 15.2, 15.3, 15.4, 6.15, 6.15, 6.15,
11.5 a. m. 12.14, 15.2, 15.3, 15.4, 6.15, 6.15, 6.15,
11.5 a. m. 19.10, 19.10, 19.10, 19.10, 19.10,
Leave Hamilton—19. 19.10, 19.10, 19.10 a. m.,
12.45, 2.10, 2.10, 4.10, 6.19, 6.10, 7.10 2.10 p. m.
Leave Beamavillo—7.15, 8.16, 8.15, 6.18, 7.14,
m. 12.15, 1.15, 2.16, 2.15, 4.15, 5.15, 6.18, 7.14

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