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COMES HOME FROM THE WAR TO FIND LOVED ONE DEAD

Kalamazoo, Mich.—Charles Gilbert, thirty years of age, returned last night from the Philippine Islands, where he has been for the past six years, and found his wife and his father and mother were dead. The young man wandered the streets most of the night and this morning crying. Strangers attempted to console him, but without success. To-day he learned that he was the father of a five-year-old girl, and it took him all the afternoon to find the girl, who is in the home of people who are entire strangers to him.

Gilbert formerly lived in Rochester, N.Y., and came to Kalamazoo twelve years ago. In 1898, shortly after his marriage, Gilbert became implicated in the stealing of some brass, and although he declares to-day he was innocent, the evidence was so strong against him that his attorneys urged him to enter a plea of guilty and throw himself on the mercy of the court. He was given nine months in Ionia.

Wilson to Marry Again. It is reported from his home in Iowa that Secretary of Agriculture Wilson, who is a widower, is to be married again. His daughter, Miss Wilson, has done the honors of his household in Washington. Secretary Wilson, by the way, was born in Ayrshire, Scotland, in 1835, and came to the States in 1852, settling first in Connecticut.

Croker's Dublin Mansion. Richard Croker's handsome mansion near Dublin will soon be ready for occupation. It commands a magnificent view of Dublin Bay and the Hill of Howth and is quite close to the famous Leopardstown race course. At Mr. Croker's new residence there is stabling for 40 horses.

Glimpses of the Political Field

The autonomy bill has been withdrawn for several days from the scope of parliamentary discussion. No satisfactory explanation has so far been furnished for the government's sudden decision to cease work on this measure and take up lesser questions on the parliamentary program. It was quite determined at the opening of the discussion to give the autonomy bill first right of way until it was disposed of, and at that time this seemed to be good policy. Something has happened to cause the government to see the wisdom of easing the strain for a while and the explanations offered for this course have so far been anything but satisfactory. The probability is that the London and North Oxford by-elections have a good deal to do with the government's change of policy. Mr. Hyman is busy investigating the conditions in London and a close scrutiny is also being made of the feeling in North Oxford. The government cannot afford to further aggravate the anti-coercion feeling in these two constituencies, and it is, therefore, subduing the fires of parliamentary discussion until these two critical battles are over. The people of Canada need not be surprised if after the by-elections in London some further information is supplied to the house at Ottawa which will harrow up the feeling of the friends of provincial rights. Evidently the government could not go very much further in advancing the autonomy bill without supplying this information, and it was wisely decided to do as little as possible until London and North Oxford had handed out their verdicts.

Ontario has had cause for sustained interest in the closing working week of the legislature. A number of highly important questions were crowded into the last week, some of them by accident, a few of them by design. Corporations have a habit of holding off their legislation until the house takes on that lazy feeling which precedes prorogation, and when the public feels there is no further cause for interest in the events of the session. In future, perhaps, they will not be so eager to pursue this plan, especially in the Ontario legislature, where Premier Whitney has laid down the policy that there will be no rush legislation as affecting large questions at issue between the corporations and the municipalities. On the whole the last week's work has been good and the public will feel the benefit of it in more ways than one. It is unfair, perhaps, to offer any criticism of the work of the legislature, its record having been so far superior to anything the province has experienced during the past eight or ten years. A newly elected government cannot do everything at once and Mr. Whitney's work on the whole has surprised the most sanguine of his supporters. If he is able to control future legislatures as he has controlled his following in its first session it will be a long time before the province will desire a change.

Sir William Mulock and Charles M. Hays had a lively collision before the telephone committee at Ottawa. Mr. Hays proved to be the hardest witness the committee has had yet to deal with. The committee found it next to impossible to corner him. In connection with the contract which exists between the Grand Trunk Railway and the Bell Telephone Company, Mr. Hays had the weak end of the argument, but he knew his ground and his resourcefulness in meeting the embarrassing interrogations that were thrown at him must be frankly admitted. Mr. Hays takes the position that one telephone in a station is all that a railway company wants, and that it was his company's convenience more than any other consideration that led to the contract with the Bell Telephone Company. It is doubtful if Mr. Hays was altogether frank in this explanation. The contract was not inspired by a feeling on the part of the Grand Trunk Railway that its stations would be filled up with two or more telephones, but by the Bell Telephone Company, which adopted this means of crushing out competition. It is that aspect of the question which vitally interests the public, since the straining is obviously aimed at the restraining of trade and the suppression of the independent telephone companies. Even if Mr. Hays is sincere in his statement that the Grand Trunk Railway

finds it a greater convenience to have one telephone in a station instead of two or more he has not supplied an argument against the abolition of the exclusive contract. The convenience of Mr. Hays is a matter that concerns his company's interests; it does not concern the public. It is convenient for a great many concerns to do business in violation of the laws of the country. But the laws of the country are not relaxed to suit the convenience of this concern or that concern. They are maintained where the interests of ordinary business concerns are affected, and they should be maintained even tho the august offenders are the Grand Trunk Railway Company and the Bell Telephone Company.

The Globe the other day gave its readers a long discourse on the decay of party newspapers in Canada. It pointed out that the party organ is disappearing and that the successful daily of the present time is the one which praises or condemns public men according to their actions and irrespective of their party allegiance. It is to be feared that the Globe has not responded to the magic of its own eloquence. Premier Whitney on Friday last made the most important announcement on the question of public franchises that has been made in a legislative body in this country for many years. He took up a most advanced position for the premier of a party to take and declared himself in words which should find a response wherever public rights are respected. Premier Whitney has won praise from many sources for his courageous conduct, but scarcely a word from the Globe. The Globe has seen the light in so far as it is prompted to occasionally administer a love tap of rebuke to its friends in office, but its generous heart has not yet been stirred to the obvious duty of admitting the virtue of an enemy.

Several liberal newspapers have made a great outcry against the opposition to Hon. Charles Hyman in London. Their contentions are very amusing. They seem to think that because Mr. Hyman is a genial man and because he represents London no obstacles should be thrown in the way of his return as a minister pledged to a policy of coercion. Thru' all the glamor and pathetic entreaty for the election of Mr. Hyman by acclamation is discerned a substantial fear that the way of the coercionist will be hard in the London by-election. It would be strange if London listened to the appeal of the minister who failed to exert himself to embody Ontario sentiment in the terms of the autonomy bill. It would be still more extraordinary if Mr. Hyman's conduct in this conflict was to be rewarded with a walk over in his constituency. Politics is politics. Mr. Hyman is in the game of politics and his opponents are in the game of politics. What an absurdity it is to say that Mr. Hyman must not be embarrassed in this critical stage of his ministerial career! The talk is similar to that which was recently heard in the house of commons from Rodolph Forget, the Conservative member for Charlevoix, who declared that he had been sitting listening for two weeks to a debate which was deliberately intended to embarrass the government. What is an opposition for if it is not to embarrass a government? And why should not a government be embarrassed when it brings forward legislation which outrages the sentiment of the country? Mr. Hyman is a member of the government which has spurned Ontario sentiment in connection with the granting of a constitution to the Northwest, and if he is not embarrassed by his constituency he should be embarrassed.

Ottawa despatches indicate that Mr. Pottinger will shortly retire from the management of the I. C. R. and that he will be succeeded by Mr. Spencer of the Canadian Pacific Railway. Mr. Pottinger is a first-class railway man, and if he is retiring it is not due to any fault in his administration of the government road. He has been as faithful and as capable as any man could be within the limits which are allowed him by the government, and if Mr. Spencer or any other man succeeds to the management he will not be able to do any better than Mr. Pottinger has done. The administration of the In-

tercolonial Railway can only be improved by shaking up the whole institution and placing it under a strict, public management. First of all there should be a commission, not a commission of friends or helpers of the government, but an independent commission to investigate the management of the I. C. R. in past years and to make recommendations founded on the evidence they disclose. The whole trouble with the I. C. R. is that the people are refused the information which is open to the shareholders of a railway run by a private company, and the surprising part of it is not that the I. C. R. does not do better, but that it does not do worse. If the government is in earnest in its desire to improve the affairs of the government road it will make the logical beginning of finding out the defects which have operated to the disadvantage of the road in the past. When they have taken this step it will be time enough to consider changes of management.

Insurance Increases. Albany—A general increase of business and resources is shown by the annual report of the superintendent of insurance on the life and casualty insurance companies operating in this state. Altogether the number of life companies supervised by the department on December 31, 1904, was 42, the same as a year earlier, their assets had increased in that period from \$2,226,423,262 to \$2,454,669,487, their income from \$534,161,859 to \$580,743,959 and the number of policies in force from 4,428,627 to 5,949,722, while the total insurance in force at the latter date was \$10,028,990,981, an increase of over \$800,000,000.

The New York State companies alone issued in the course of the year 687,678 policies, insuring \$1,147,448,248, and terminated about half that number and amount. Altogether, the life companies issued 122,322 policies more than last year. The total dividends to policyholders were \$33,334,133, as compared with \$30,617,368 in 1903, and to stockholders \$792,307 in 1904 and \$766,057 in 1903. Thirty-eight fidelity and casualty companies were doing business at the time of the report, an increase of two over the previous year. Their assets were \$70,476,877, as compared with \$67,354,937 in 1903. The report contains no special

mention of the affairs of the Equitable Life Assurance Society.

Recover the Boy—Not the Goods. Judge Benjamin B. Lindsey of the Juvenile Court of Denver has an exceptionally interesting article in Leslie's on "The Bad Boy: How to Save Him." Judge Lindsey has really done wonders in Denver, and his work has attracted attention the world over. He was the pioneer in this sort of thing, and his effort throuth has been to appeal to the boy's better nature, and make the police as "inconspicuous as possible in his court. He says: I recall one case in the criminal court days where four boys came to my chambers one night to "snitch up." They had stolen some bicycles. I soon discovered that there was a vast difference in my point of view, and that of the police officer who came into the case. He remembered the angry property owner. He wanted the boys flung into jail. We talked it over at some length. Then I said to him: "You are thinking of the recovery of the bicycles. I am more interested in the recovery of the boys. Don't you think that's more important?"

The House-Fly a Carrier of Disease. The house-fly is, of itself, a great disseminator of disease, partaking and polluting as it does the food and drink of man, says a writer in Leslie's. Military authorities have noticed that officers whose tents were fly-screened suffered proportionately less from the attack of typhoid fever than did those whose tents were unprotected. The latter seems well nigh impossible, but one of the two must be done. The mosquito carries malaria and yellow fever; the rat carries the plague; the cat and the dog, hydrophobia; the hog, trichinosis; the sheep, cattle and horses, anthrax and glanders; and they all carry tuberculosis.

Break Eggs for a Living. A correspondent of The Chicago Journal, who has been searching for the most monotonous method of earning a living, decides in favor of that of cracking eggs. "I met a man who said he was a biscuit manufacturer on a large scale, and was rather inclined to boast about the number of eggs he had bought in the course of a year. Now, it seems that, to avoid calamity, five eggs are broken into a bowl at a time before being added to the common stock. There are men, he told me, who do nothing else but crack eggs. They become so expert that a man can dispose of a thousand an hour, or 10,000 a day."

How Chicago is Advertised. Chicago's "time" reminds one of Gen. Castro of Venezuela when he is tooth-aching.—Minneapolis Journal.

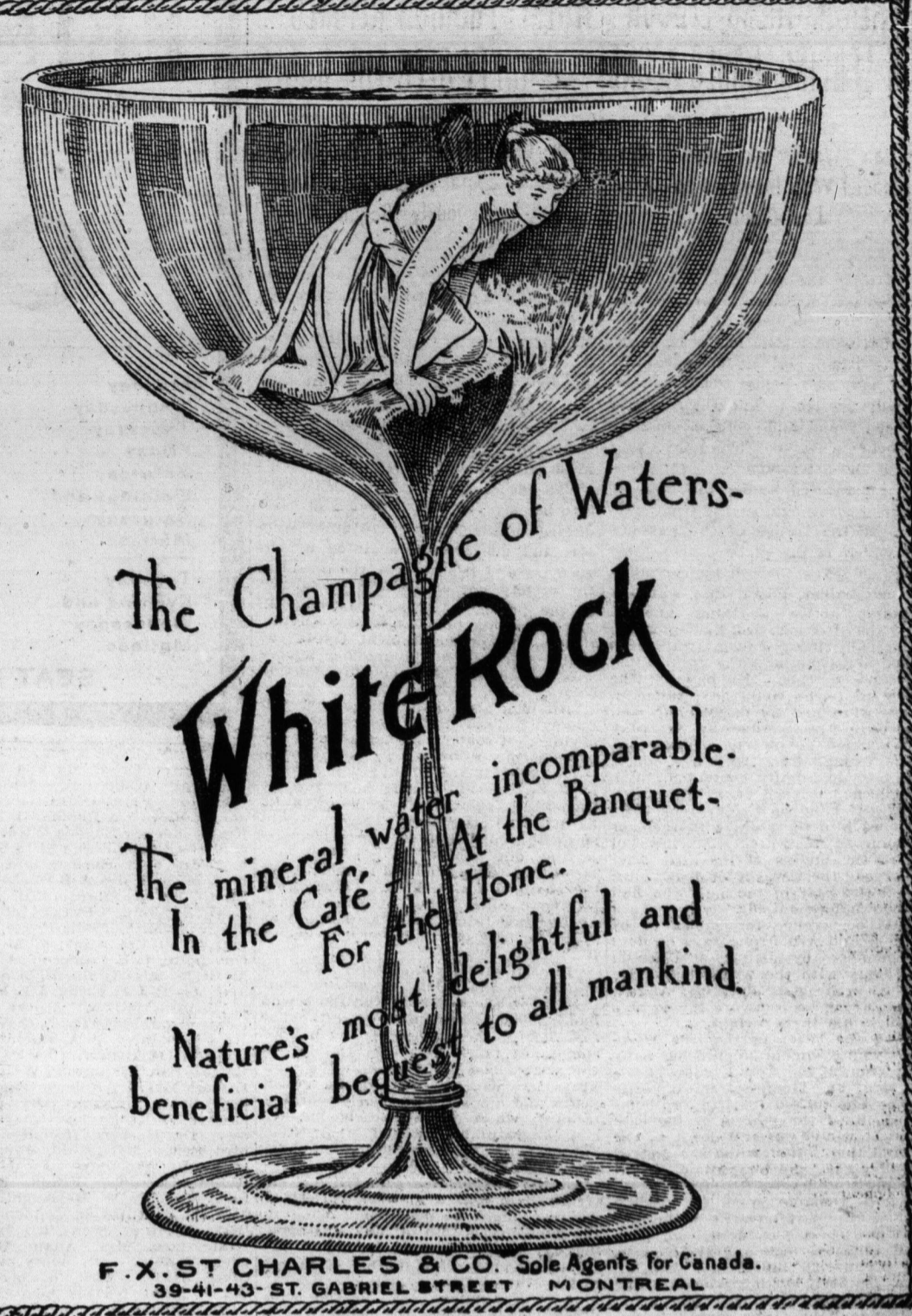
Chicago's proud motto is "I will." Just now the Chicago teamster is saying "I will not."—Peoria Transcript. Chicago and Warsaw are mutually horrified, each at the disorder that the other is indulging in.—Pittsburg Dispatch.

There has been more mob violence in Chicago in the last ten days than there has been in any southern state in the last ten years.—Charleston (S.C.) News and Courier. Memo for Mayor Dunne: Glasgow also owns her cemeteries. Chicago will need one if things don't speedily eventuate differently from present conditions.—Cincinnati Commercial Tribune.

The rioting, murder, and anarchy which prevail in the streets of Chicago are a burning disgrace not only to Chicago and the State of Illinois, but the whole nation as well.—Leavenworth Times. The cartoons that are appearing in the American newspapers concerning riot outrages in Russian cities may be copied by the Russian press and labeled "Scenes in the streets of Chicago."—Rochester Herald.

All the interests of the community are held up by irresponsible labor leaders, backed by that loose swarm of ruffians and outcasts which always hangs on the skirts of so great a Socialist congregation as vitilates the makeup of Chicago life.—Newark (N.J.) News.

Other manufacturers seeking locations have given Chicago the go-by for similar reasons. They would not have the risk of having their own business disturbed simply because some other man or corporation mayhap did not treat employes well.—Peoria Journal. But the wayfaring man, tho a fool, must learn for this week's history that Chicago is not an inviting place. The great railway managers, who have done so much to congest the business of the Mississippi valley at Chicago, must doubt the wisdom of their course.—Sioux City Journal. The sooner Chicago puts a stop to street riots and the wholesale use of violence by warring divisions of the industrial army the better. It will be not merely for the good name of the city but for its commercial and financial progress and for its general growth and development.—Cleveland Leader.



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