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THE EMPIRE AND ITS FUTURE.

Whitherward is the British empire tending—under what conditions can its permanence be ensured and by what means are the common interests of its various parts to be given their due place in relation to the particular interests of the individual states without encroaching upon the right of each to free and independent self government? These are interesting questions to which at the present moment no sufficient answer can be given. The British empire as now constituted is without a parallel in history, and for that reason there are no precedents which are wholly applicable, and no constitutional rules which fit the case. Nor has there been any conscious guidance along the road which has been traveled. In truly British manner no attempt has ever been made to lay down abstract theories or to constrain the development of the empire to follow lines arbitrarily laid down. Immediate necessities have been faced in the traditional spirit of compromise and without regard to the views of doctrinaires or the dreams of patriotic visionaries.

Premier Balfour recently deprecated a spirit of "particularism" within the empire, and he referred in this connection to the problem which confronted the framers of the constitution of the United States when they undertook to adjust the rights and powers of the republic with the independent rights and powers enjoyed by each of the original states. The union was therefore formed by the States agreeing to surrender part of their sovereign rights for the common good. But the problem the statesmen of Greater Britain have to solve does not present itself in this way. The question for them is not what various independent states have to surrender, but what measure of sovereign right is to be conferred. The colonies have grown up within the empire and are parts of it. Britons everywhere thruout the empire are familiar with the idea of common citizenship, a sentiment which in default of any better name is described as imperial. But as the colonies have grown in population, as the citizens have more and more realized, thru the grant of self government, that they are the makers of their own ...iny, and that their future is rich in promise, they have developed a strong local consciousness of separate nationality accompanied at the same time by increased loyalty to the empire.

It is very significant that the rise of this consciousness of nationhood on the part of the colonies is strictly in sympathy with the position of the United Kingdom itself where the citizens are habituated to the presence of strong local national sentiment. No one now regards the Scot's love of his native land as conflicting in any way with his loyalty to Britain, but indeed as supporting and increasing it. Is it pressing the case too far to say that the political history of the United Kingdom has been a preparation for an unmeasurably greater commonwealth of nations, each retaining its own individuality and each making its own special contribution to the common empire, while at the same time freely recognizing the duty incumbent upon it of making provision for the common good? The movement towards the devolution by the imperial parliament to national councils for Scotland, Wales and Ireland of all strictly local affairs is a complementary one to that in Canada and others of the colonies, towards absolute freedom of self government inasmuch as both originate from the existence of a sense of separate nationality whose presence in no way conflicts with loyalty to the greater empire. The relation of the self-governing nations to the common empire will necessarily be freer than that of the integral parts of the United Kingdom to the kingdom itself, but there is every reason to believe that with greater freedom will come closer and more intimate union.

STREET CARS AND PUBLIC SAFETY

Our enlightened street railway company has been exercising itself about the primitive type of car fenders it provides for the protection of the citizens. Determined not to be outdone in up-to-date appliances, it has been investigating the types of fenders in use by the various street railway companies of the United States, where, as everyone knows, care for the safety of human life and limb reaches an absurd extreme. As a result the Toronto corporation is confirmed in the belief that the article attached to the forefront of its cars is unsurpassed on this continent, if not unsurpassed, for efficiency.

The Toronto Street Railway Co. must be congratulated upon the zeal it displays for the public welfare. It must indeed be a source of intense satisfaction to the corporate conscience to find that it is equaled by few and excelled by none in its endeavors to protect the citizens, young and old, from the consequences of their own carelessness. Yet at the risk of an accusation of reprehensible scepticism, it may be permissible to suggest that a somewhat wider area of investigation would be advantageous and might even be profitable.

There is a nation more intimately connected with Canada than the United States which also possesses street car services. True, the nation in question does not profess the supreme faith in the virtues of private monopoly-holders to which these estimable and honorable bodies naturally believe themselves to be entitled. It possesses, too, a government department charged with the duty of seeing that reasonable precautions are taken for the safety of travelers, and even of humble pedestrians exercising the unreasonable but strictly legal right of using the streets for their original purpose. The World some little time ago called attention to the rather remarkable record achieved by several of the large cities of England in the matter of street car accidents, and as an incentive to the Toronto Street Railway Co. to continue its commendable researches the statistics in question will be repeated.

In the annual report of the tramways committee of the Nottingham Town Council for the year ending March 31, 1904, it is stated that 51 cars had been fitted with new and improved life-guards, "complying with the board of trade requirements." The general manager was pleased "to again have to report that during the year no fatal accident occurred in connection with the undertaking, and in only one case did an accident result in anything like serious injury to the person concerned. Forty-six pedestrians, adults and children were either knocked down by or fell in front of an approaching car, all of whom were either thrown clear of the car or picked up on the life-guard without serious injury in any case; 20 collisions occurred between cars and cyclists, whilst three cyclists fell from their machines immediately in front of moving cars and were picked up on the life-guards quite unhurt."

Bradford Town Council committee for the year ending October, 1903, reported that "the life-guard fixed to the cars has proved of great value in preventing serious and fatal accidents. There have been 64 cases in which pedestrians have been knocked down by the cars and picked up by the life-guard. In no case was serious injury inflicted." Here also it was stated that "all cars have been kept in good repair and are at present in first-class condition, complying in all respects with the regulations of the board of trade."

Liverpool Town Council committee, reporting for the year 1903, had a similar satisfactory return. Notwithstanding a considerable increase in the average speed of the city cars, the committee stated that the "Liverpool plow life-guard has in every instance served the purpose of its design, which was to prevent a person knocked down from passing underneath the works of the car." Out of the 111 persons who were knocked down, not one failed to be pushed clear of the underworks.

Clearly there are in the civilized world such things as efficient car fenders, and no good reason exists why the cars of the Toronto Street Railway should not be fitted with one or other of the devices which have stood the test of actual use in streets carrying a much denser traffic than do those of Toronto. The citizens will scarcely be inclined to accept a conclusion based exclusively on the methods of United States companies. It has also to be observed that in all the English systems cited the street railways are in the hands of the municipalities. In the United States the rule in Britain is reversed, the street railways being all privately owned. The universal adoption of regulations and appliances considered necessary for the safety of ordinary citizens is another of the many incidental "profits" due to public ownership, which, tho they do not appear in the cash balances, cannot be disregarded. Municipal ownership means efficiency and safety in Britain, as it would in Canada.

BRITISH ELECTION EXPENSES.

In the course of an interview with Captain Duncan Campbell, a Canadian who is now Conservative candidate for the Scottish constituency of Mid-Lanarkshire, he is reported by a contemporary to have said with reference to election expenses in Great Britain: "Money is spent freely for legitimate purposes. Every candidate pays the expenses of his own returning officers, deputies and poll clerks. There is no government allowance for that."

This statement is scarcely accurate, and as the matter is of some importance in view of the fact that British election machinery is entirely free from such manipulation as is unfortunately not unknown in Canada, it deserves explanation and rectification. Electoral arrangements in Scotland are in the hands of the sheriffs-principal—who are the highest county judges of appeal. They act as returning officers for their respective counties and have the exclusive power of appointing deputy returning officers for the various constituencies, presiding officers at the several polling stations and the poll clerks who act under the direction of the presiding officers. The candidates have no returning officers, presiding officers or poll clerks of their own, but a candidate has the right to appoint an agent for each polling station to represent his interests during the taking of the vote.

In Britain the presiding officers who take the vote do not count the ballots, but at the conclusion of the poll seal up the ballot boxes in presence of the agents. The boxes are then taken to the place of enumeration, where they are opened in the presence of the returning officer, his staff of assistants and enumerators, the candidates and their election agents. The ballots in each box are checked with the presiding officer's official ballot paper account, and are then all mixed together and counted. When the totals are complete the result of the election is officially announced. What has probably misled Captain Campbell is the fact that the official expenses of the election are equally divided among the candidates and form the first item in the election accounts the candidates are bound by law to render. No part of the election expenses is paid by the British government.

A COUGH CONUNDRUM

When is a cough more than a cough?

When it's a settled cold. When it hangs on in spite of all you can do. Cough mixtures won't cure it because they are merely for a cough and this is something more.

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THE EASTERN SITUATION.

During the long succession of reverses the Russians have sustained in the far east they have always consoled themselves with the reflection that when the time came their best allies, Generals Janvier and Fevrier, would assure them the victory at last. The time has come, but not the victory. Another Russian myth has been dispelled, and the Japanese have again proved themselves to be equal to the occasion. Kuropatkin chose the worst weather of the season for his attempt to turn the Japanese left flank, but Russian familiarity with snow and cold availed them nothing, and now they are back to their original lines with two generals wounded and much depleted ranks.

General Kuropatkin evidently is not strong enough to drive his formidable opponents from their entrenchments—it remains to be seen whether the Japanese consider themselves favorably situated for a forward movement. Russia's position has, however, distinctly altered for the worse. So far as can be judged Kuropatkin has received no material reinforcement—at least what he has received has done no more than replace the wastage in his original force. The Japanese on the other hand can hardly fail to be stronger than they were, both in men and guns, but it is doubtful whether they have a sufficient numerical superiority to make a serious turning movement feasible.

The St. Petersburg Novosti makes rather a naive comment on Secretary Hay's note on the subject of China. "We cannot say," it remarks, "that it promises the belligerents agreeable prospects. If other cabinets come to an agreement with Washington it may happen that neither Russia nor Japan will get the slightest advantage from the war." Quite so, what Russia fears much more than even the final victory of Japan is a joint agreement among the world powers to maintain the neutrality and integrity of China. The first she might hope in due time to retrieve, the second would set up an impassable barrier to her most cherished schemes in that quarter. If Secretary Hay can manage this he will do good work, but his success will be due more to the exigencies of European politics than his own unaided diplomacy.

TWO CENT RATE IN CANADA.

Editor World: Your Ottawa special of 23rd inst. calls attention to the Ottawa and New York Railway having recently introduced two-cent fares into Canada by issuing a 1000 mile book for $20. You are perhaps not aware that three at least of our Canadian roads operating in the Maritime Provinces have for years been issuing a two-cent fare in a similar way. The C.P.R. and the Dominion Atlantic issue 500 mile books for $10, and the I. C. R. (government road) 1000 miles for $20. These roads also issue second class fares at two-cents, accommodation being provided on all local trains for second-class passengers. The people of the Maritime Provinces have for years been using these two-cent fares, while here in Ontario the poorest traveler is compelled to pay three cents per mile for any sort of accommodation. It would be interesting to know why this distinction is made in favor of the Maritime Provinces, and against Ontario; the volume of travel being much heavier in this province. Perhaps the C.P.R. manager can tell us.

R. PRAT.

Duty of Liberals.

St. Thomas Journal (Liberal): The recent elections prove that the Liberals have a conscience that will drive them away from party when there is merest suspicion of corruption. The party must be pure from cellar to garret or they will find enough dissentients in the ranks to punish its sins. That is one of the lessons of Wednesday's battle, and we might as well face it like true Liberals and reap the benefit.

Four years in opposition will do us no harm. The true value of the Liberal government will be impressed upon the people, while the party will be able to rid itself of some of the barnacles which The Globe scored very properly some time ago.

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MR. EMBREE EXPLAINS.

Editor World: The press reports of recent meetings of the Toronto Board of Education would produce the impression that the high school teachers of the city are asking for an increase of salaries. This is a mistake, as the schedule presented by me makes no change in the maximum salary to be paid any teacher. This schedule was prepared upon instructions from the finance committee of last year, and differs from the old schedule only in making it possible to reach the maximum in ten, instead of fifteen, years, and in making time allowance for previous experience. Both of these points were regarded favorably by members of the committee before the matter was referred to me for a report. The experience of last year has shown that, in order to attract the best class of assistant teachers to the city, better inducements must be offered. Two courses were open—either to increase the initial salary, or to adopt the plan recommended in the schedule, which would make it possible for an assistant master to begin with a salary from $10 to $150 higher than the minimum salary of $1000, as his previous experience might warrant. The latter course seemed the more simple one, as it made possible a larger initial salary without altering the minimum or maximum salary of the old schedule, which has been in force for four years. The proposed schedule was presented at the meeting of the finance committee, held two weeks ago, and was referred back for further details. I furnished all the details required, and I presume that the full report was before the committee at its meeting on Saturday last. I thought this was to be a private meeting of the committee, and consequently I was not present to give any explanation or answer any questions in regard to the schedule.

I have carefully avoided any reference to myself in discussing or preparing this schedule, but as mention is made of my being paid $100 a year "for extra services," I may be permitted a personal explanation. The salary proposed to be paid me, including the $100 mentioned, is the same that I was receiving in 1904 before any additional duties were required of me. Even without any payment for the extra services which the committee seems willing to recognize, I would have received $100 more in 1905 than is now proposed, having, along with three or four other teachers, reached the maximum of the old schedule. Surely it could not have been the intention of the committee to reduce salaries on a rising market.

L. E. Embree.

Toronto, Jan. 30.

Ross' Weakness.

St. John, N.B., Sun: For Mr. Ross personally there will be some sympathy. He is not a vicious statesman, but a weak one. Possessing extraordinary gifts as a public speaker and many excellent qualities of mind and heart, he would never have originated the system that has grown under the fostering care and protection of his government. But with unusual powers in some directions he had not the power of resistance to the influence of baser men. Mr. Ross must indeed have done more than tolerate these abuses and crimes. They could not have gone on without his tacit approval. They could not have been rewarded without his sanction. Therefore he is justly judged and punished with the rest, and the more justly because his better reputation, and the personal esteem in which he was held by many of the best people made it easier for the corruption and knavery to be carried on under his leadership. Moreover, while Mr. Ross can speak like a statesman and think like one he seems to be feeble in his convictions. He has not given effect to his creed. His political career has been too much that of an opportunist. He played the prohibitionists and the liquor interests against each other, obtaining, so long as he could, the support of both until in the end he lost the confidence and help of the dealers and earned the contempt and opposition of the temperance people.

Wake Up!

Bobcaygeon Independent: For some weeks a number of political candidates have been trying to make the people believe they were running in the contest. The official records seem to indicate they must have been merely walking in their sleep.

A NIGHTMARE

Gives point to the fact that excessive or irregular eating disturbs the digestion. Nightmare or night hag has its day time correspondence in the undue fullness after eating, with the belchings and sour or bitter rising so often experienced after too hasty or too hearty eating.

Dr. Pierce's Golden Medical Discovery cures dyspepsia or bad stomach. When the weak stomach is strengthened and invigorated the whole body shares in the increased strength derived from food properly digested and perfectly assimilated.

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Sometimes a selfish dealer tempted by the little more profit paid on the sale of less meritorious medicines will offer the customer a substitute as being "just as good" as the "Discovery." It may be better for him because it pays better, but it is not as good for you, if you want the medicine that has cured others, and which you believe will cure you.

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POLITICAL NOTES.

The official figures for Kingston give Pense (Liberal) 17 majority. A recount will be held next week.

By an error of a deputy returning officer, Dudley Holmes, the Conservative candidate, is declared elected for West Huron by a majority of 45. A recount will be held, when it is expected M. G. Cameron will be given the seat, as he had a majority of 20 in No. 7, Hullett, where the deputy returning officer failed to make out the legal forms.

Hon. G. P. Graham's majority, according to the official count, is 169. There may be a protest.

Kennedy (Liberal) holds Port Arthur by 31 majority over Preston. Full returns, however, may give the seat to the Conservatives.

Mahaffy carried Muskoka by 907, and Mr. Whitney had 624 majority in Dundas.

The corrected majorities are:

CONSERVATIVES.

ALGOMA—Smyth, 140.
ADDINGTON—Paull, 556.
BRANT, NORTH—Fisher, 100.
BRUCE, CENTRE—Hugh Clarke, 322.
BRUCE, SOUTH—Dr. Clapp, 94.
CARDWELL—Little, 700.
CARLETON—Kidd, 1500.
DUFFERIN—Lewis, over 400.
DURHAM, EAST — Preston, over 723.
DURHAM, WEST—Devitt, 131.
DUNDAS—Whitney, 624.
ELGIN, WEST—Macdiarmid, 504.
ESSEX, NORTH—Reaume, 800.
ELGIN, EAST—Brower, 124.
FORT WILLIAM AND LAKE OF THE WOODS—Smellie, 75.
FRONTENAC—Gallagher, 318.
GRENVILLE—G. H. Ferguson, 550.
GREY, CENTRE—Lucas, 1400.
GREY, SOUTH—Jamieson, 422.
HALTON—Nixon, 510.
HAMILTON, EAST—Carscallen, 528.
HAMILTON, WEST—Hendrie, 423.
HASTINGS, NORTH—Pierce, 300.
HASTINGS, WEST—Morrison, 400.
HURON, WEST—Holmes, 15.
HURON, SOUTH—Elber, 429.
KENT, EAST—Boyer, 56.
LAMBTON, EAST—Montgomery, 241.
LAMBTON, WEST—W. J. Hanna, 624.
LANARK, SOUTH—Matheson, 891.
LANARK, NORTH—Preston, 446.
LEEDS—Dargavil, 500.
LENNOX—Carscallen, 65.
LINCOLN—Jessop, 764.
LONDON—Beck, 565.
MANITOULIN—Gamey, 400.
MIDDLESEX, EAST—Neeley, 140.
MIDDLESEX, NORTH—Hodgins, 35.
MUSKOKA—Mahaffy, 907.
NIPISSING, EAST—Lamarche, 200.
NIPISSING, WEST—Aubin, 400.
NORFOLF, SOUTH—Pratt, 13.
NORTHUMBERLAND, EAST — Willoughby, 700.
ONTARIO, NORTH—Hoyle, 277.
ONTARIO, SOUTH—Calder, 150.
OXFORD, SOUTH—Sutherland, 257.
PARRY SOUND—Galna, 375.
PERTH, NORTH—Torrance, 314.
PERTH, SOUTH—Monteith, 89
PETERBORO, WEST—Bradburn, 1240.
RENFREW, NORTH—Dunlop, 1500.
RENFREW, SOUTH—McGarry, 406.
SIMCOE, CENTRE—Thompson, 125.
SIMCOE, WEST—Duff, 700.
STORMONT—Kerr, 25.
TORONTO, EAST—Dr. Pyne, 2373.
TORONTO, NORTH—Beattie Nesbitt, 1495.
TORONTO, SOUTH—J. J. Foy, 3072.
TORONTO, WEST—Thomas Crawford, 3223.
VICTORIA, EAST—Carnegie, 763.
VICTORIA, WEST—Fox, 150.
WATERLOO, NORTH—Lackner, 361.
WATERLOO, SOUTH—Pattison, 440.
WELLAND—Fraser, 290.
WELLINGTON, SOUTH—Downey, 282.
WELLINGTON, EAST—Craig, 92.
WELLINGTON, WEST—Tucker, 224.
YORK, EAST—McCowan 427.
YORK, NORTH—Lennox, 268.
YORK, WEST—St. John, 1448.

LIBERALS.

BRANT, SOUTH—Preston, 152.
BRUCE, NORTH—Bowman, 54.
BROCKVILLE—Graham, 169.
ESSEX, SOUTH—Auld, 300.
GLENGARRY—McMillan, 300.
GREY, NORTH—McKay, 278.
HALDIMAND—Kohler, 527.
HASTINGS, EAST—Rathbun, 25.
HURON, EAST—Hislop, 200.
KENT, WEST—McCoig, 65.
KINGSTON—Pense, 17.
MIDDLESEX, WEST—G. W. Ross, 113.
MONCK—Harcourt, 75.
NORFOLK, NORTH—Atkinson, 550.
NORTHUMBERLAND, WEST—Clarke, 266.
OTTAWA—May, 229.
OTTAWA—McDougall, 308.
OXFORD, NORTH—Munro, 509.
PEEL—Smith, 13.
PETERBORO, EAST—Anderson, 116.
PRESCOTT—Labrosse, 82.
PRINCE EDWARD—Dr. Currie, 7.
PORT ARTHUR—Kennedy, 29.
RUSSELL—Racine, 1400.
SAULT STE. MARIE—Smith, 150.
SIMCOE, EAST—Tudhope, 300.
WENTWORTH, NORTH—Thompson, 30.
WENTWORTH, SOUTH—Reed, 230.

Shakespeare of Irish Descent.

An Irish-American paper called The Gael urges that Shakespeare was of Irish descent. The evidence is entirely drawn from the poet's name and coat-of-arms, and tho it may not convince, it is certainly interesting. Shakespeare's crest consisted of a falcon or hawk holding ... carried by those who hawked afoot to enable them more easily to leap ditches and streams. "The habit of carrying such a staff would have sufficed to give the ancestor a nickname, 'Shawspar.'" After many years' continuance in England, the writer conjectures that the Shakespeares lost their original clan name and came to be known exclusively by their nickname.

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For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

WANT TO CUT THE LICENSES MEETING IS HELD IN GALT

Certain Citizens Propose to Petition the Council to Reduce the Number.

Galt, Jan. 30.—(Special.)—To-night at the Methodist Church a public meeting discussed the proposal to petition the new council to cut off three of the Galt hotel licenses. It is an undisputed fact that certain of the local houses cater very little to the traveling public, and are largely maintained by the bar receipts. Galt is by no means a community given over to drinking; on the contrary, in view of its mixed population of 9000, it is a remarkably sober town. There are local temperance enthusiasts, however, who regard a decrease in the number of barrooms a desideratum, and who propose to petition the town council to cut off certain hotels, which are held to be of no public utility except from the saloon standpoint. Reduction was tried several years ago, and proved a rank failure. With this in recollection, many of the temperance workers are averse to countenancing the present agitation, altho willing to endorse the action of the commissioners in raising the standard of certain existing licensed houses and improving their morale. However, the gathering to-night passed a resolution favoring the preparation and circulation of a petition to the town council to cut off three of the nine licenses now issued. This petition will be presented at the council meeting next Monday night. One of the ministers present said it was on the assurance that the majority of the aldermen were in favor of the reduction that the step was taken. That such is the attitude of the council is denied, however. The trade will take due steps to protect itself, and will strongly resist the attempt to reduce the number of licenses now in force.

WANTED: SPEEDING AND BRIDAL PATH

Harness, Hunter and Saddle Horse Society Will Write City Council.

The Harness, Hunter and Saddle Horse Society held their annual meeting last night at the King Edward Hotel and elected the following officers for the year:

Honorary president, Walter Harland Smith; president, J. J. Dixon; first vice-president, R. W. Davies; second vice-president, Dr. W. A. Young; secretary, H. J. P. Good; treasurer, A. Wade; directors, T. T. Merry, Geo. H. Gooderham, H. C. Tomlin, Noel Marshall, R. J. Fleming, Ald. S. McBride, Dr. G. A. Peters, Major Harbottle, T. A. Crowe, H. M. Robinson; representative to Canadian Horse Breeders' Association, J. J. Dixon, Dr. W. A. Young; representatives to Industrial Exhibition board, W. Harland Smith and Noel Marshall; representative to the National Live Stock Association, H. J. P. Good.

A resolution was passed instructing the secretary to write the city council with a view to establishing a speeding and bridal path. The association also endorsed the open air horse parade.

Last year the association gave $100 as the first prize for the best carriage pair at the Industrial Exhibition. Their finances are satisfactory, and there is a balance on hand of $150.

The secretary, H. J. P. Good, reported many new members, among them Miss K. L. Wilks of Galt, who paid $15,500 for Sadie Mac at the recent Old Glory sale. His report urges the association to wait on the new minister of agriculture and interest him in the work of the society. The annual banquet will be held at the Walker House on Thursday evening.

This evening the Hackney Horse Association's annual meeting will take place at the Repository at 7.30, and that of the Canadian Pony Society at 8.30.

HOW TO SAVE THE CORPORATIONS

Judge P. S. Grosscup in February McClure's: Our paramount problem is not how to crush, or hawk at, or hamper the corporation, merely because it is a corporation; but how to make this new form of property ownership a workable agent toward repeopilizing the proprietorship of the country's industries.

The first step in the solution of that problem is, that the government obtain a full grasp of the whole subject matter; and this, in my judgment, can adequately be done only by putting aside the five-and-forty bewildering state hands, for the one great national hand.

The second step, the step for which the first is taken, is to take care upon what kind of corporate proposal the government's great seal is set—to cut out the stock-jobbing corporation; the water-logged corporation: the mere vision of visionaries; the labyrinthian corporation whose stock and bond issues are so purposely tangled that no mind, not an expert's, can follow their sinuosities. In short, to regenerate the corporation.

The third step is to open to the wage-earner of the country the road to proprietorship. The basis of every successful enterprise is the command: Go forth, increase and multiply: and to no enterprise can rightfully be denied the fruits of that command. But capital is not the sole thing that enters into enterprise. The skill that puts the ship together, or that subsequently pilots her, is not the sole thing. The men who drive the bolts, and feed the fires, contribute: and to them, as to the capitalists, and to the captains and lieutenants of industry, should go a part of the increment; not as gratuity, but as their proper allotment out of the combined forces that have made the enterprise successful.

A Two-Cent Rate in Force.

Oshawa Reformer: A special despatch from Ottawa to The Toronto World reports that a two-cent passenger rate has already been introduced in Canada. The introduction of this boon is not the result of action by parliament, the railway commission, but comes from a decision arrived at by a private railway company. The Ottawa & New York Railway, recently acquired by the Vanderbilts, has announced that anyone may purchase a book of tickets entitling them to travel 1000 miles on their line for $20. The Vanderbilts have a similar regulation in force on all their lines, in the United States, and are thus simply extending to Canada what they have already conceded in their own country. The outcome of this innovation will, as The World says, be watched with interest.

A GUARANTEED CURE FOR PILES, Itching, Blind, Bleeding or Protruding Piles. Your druggist will refund money if Pazo Ointment fails to cure you in 6 to 14 days. 50c. 23

The commercial intelligence committee of the Manufacturers' Association will meet at 2 p.m. to-day with A. S. Rogers in the chair.

Bert Stewart, 90 Bond-street, had two fingers badly cut in an apple paring machine at Nasmith's yesterday.

Alfred Boon, a C.P.R. switchman of 107 Walnut-avenue, was caught by a wire and thrown backwards into a coal car. He was taken home in the ambulance.

THE T. EATON CO. LIMITED

STORE CLOSES AT 5 P.M.

TO-MORROW'S DISCOUNTS ON MEN'S FURS

Before making this announcement of men's furs to be sold on Wednesday, we have taken into consideration that half of this winter's wear is already gone, also that quantities are limited. For these reasons we have allowed the following discounts: $20.00 on the Raccoon coats, $11.00 on Wallaby coats and $3.00 or more on Lamb caps.

12 Men's Raccoon Overcoats, dark evenly matched full furred skins, extra high storm collar, best quality Italian quilted lining, full 50 inches long, our regular $65.00, Wednesday 45.00

18 Men's Wallaby Coats, best quality of its kind, 50 inches long, quilted lining, leather arm shields and high storm collar, regular $30.00, Wednesday 18.95

Men's Persian Lamb and Beaver Caps, odds and ends of lines partly sold out, about 20 in the lot, regular $7.50 and $8.00, Wednesday 4.29

Main Floor, Queen-street.

HEAVY WORK COATS FOR OUTSIDE WEAR

Men's heavy work coats, the kind that's needed for outdoor work this weather. Some are lined with skins, others have cloth linings and the rest are warm enough to be worn without any linings. The majority are to be sold about half price to-morrow.

Men's Reefers, in double-breasted style, made from blue naps and dark grey frieze with high storm collars and blue beaver with velvet collars, lined with Italian, good trimming, sizes 34 to 46, regular $6.50, $7.50 and $8.00, Wednesday 3.99

Men's Brown Duck Coats, lined throughout with heavy lamb skin, with two outside pockets and high storm collar of corduroy, sizes 36 to 48, Regular price $4.50 and $6.00, Wednesday 2.98

Men's Mackinaw Coats, in blue and black shades, unlined, with storm collar and belt at waist, sizes 36 to 46, Regular $3.75 and $4.50, Wednesday 1.69

Main Floor, Queen-street.

CLOTHING FOR THE BOY---AND IT'S GOOD

Nothing's too good for the boy—in the clothing line. Our tailors have thoroughly recognized this fact. That's the reason the boy's clothing they make looks so good, wears so good, and is so good—through and through. Values too are extra good to-morrow.

Boys' 3-piece Suits, in dark grey English tweed, neat checked pattern, double-breasted coats, Italian lined, knee pants, sizes 27 to 33, regular $3.50, Wednesday 2.49

Children's Kilt Suits, in fine navy blue serge, sailor blouse and separate pleated skirt, collars braid trimmed, skirts lined, sizes will fit from 1 1-2 to 3 years of age, regular $3.00 and $3.50, Wednesday 1.95

Main Floor, Queen-street.

FURNISHINGS FOR MEN AND BOYS

Whether it's a good, strong, well made working shirt, a warm flannelette nightrobe you need, or underwear for the boy, if you can arrange to come early enough on Wednesday morning 29c will do duty for 47c and 50c. Linen collars and neckwear are also splendid values.

23 dozen Boys' Heavy Scotch Wool Underwear, shirts and drawers, double-breasted, sateen facings, soft and warm, Shetland shade, sizes 22 to 30, inches, regular 50c, Wednesday ..... .29

Men's Fine Flannelette Night Robes, collar attached, yoke, pocket and pearl buttons, double stitched seams, in blue, pink and grey stripes, sizes 15 to 19 inches, regular 47c, Wednesday .29

Men's Navy Blue Polka Dot Drill Shirts, collar attached, small and large dots, a strong working shirt, regular 47c, Wednesday ..... .29

Men's and Boys' Four-ply Linen Collars, high turn-down shape, 2 inches deep, round corners, sizes 12 to 17 1-2, regular 12 1-2c, Wednesday ..... .09

Men's Fine Silk and Satin Neckwear, in large flowing end shapes, newest patterns in stripes and fancy figures, light, medium and dark shades, regular 50c, Wednesday ..... .25

Main Floor, Queen-street.

THE T. EATON CO. LIMITED

190 YONGE ST., TORONTO

TAKES HIS OWN LIFE.

Ingersoll, Jan. 30.—This morning Coroner Neff was called to Dereham where a young farmer, about 34 years of age, named William Quinn, committed suicide by sending a bullet from a revolver into his brain. The rash act was done at the home of his brother, Charles Quinn, at an early hour this morning. Death was instantaneous, the bullet having entered the head just above to the front of the right ear. The circumstances go to show how determined Wm. Quinn was to take his own life. For an hour previous to the firing of the fatal shot he and his brother Charles sat together, during which time William repeatedly threatened to take his life. He accomplished his purpose when his brother went out this morning, leaving him alone.

To Live in Toronto.

Peterboro, Jan. 30.—(Special.)—Mr. and Mrs. A. L. Davis have signified their intention of removing from Peterboro to Toronto, there to reside with Hon. George A. Cox, on Sherbourne-street. Mr. and Mrs. Davis have just returned from Toronto, where they attended the funeral of the late Mrs. Cox, mother of Mrs. Davis. It is understood that Mr. Davis will still retain his business interests here.

Worth Nearly $250,000.

Ottawa, Jan. 30.—Papers filed in the probate court this morning show the late F. X. St. Jacques, former proprietor of the Russell House, left an estate valued at $248,800.

Back in Toronto.

Ottawa, Jan. 30.—J. G. Jardine, Canada's commercial agent in South Africa, has resigned his position on account of ill-health. Mr. Jardine has returned to Toronto.

We can sell no better because we can buy no better coffee than our finest Java and Mocha Blend at 45c a pound.

Michie & Co.
7 King St. West.

TUESDAY'S STIRRING BARGAINS.

Imported All-Wool Sweaters, white and colored. Regular 1.50 and 2.00. To clear 1.00

English and American Bath Robes. Regular up to 7.50. To clear 4.00

Imported Ladies' Golf Vests, with and without sleeves. Regular 2.00. To clear 1.25

Assortment Golf Blouses, all colors. Regular up to 3.50. To clear 2.00

Come early. If you can't come ring up Main 2671.

WREYFORD & CO.
85 KING WEST.

SHOW HAND IN TROUBLE.

Edward J. Coyle, an employe of an Uncle Tom show, was locked up last night on the charge of stealing a carpet. The G.T.R. Company is the complainant. The show company's car was lying alongside a Pullman car in the railroad yards. The carpet was missed from the Pullman and found in the other car.

Edmund Bristol is confined to his residence. On Sunday while riding at the Hunt Club a horse ahead kicked out and struck his leg, causing a painful injury.

Consumption can certainly be cured

Nearly all cases in the early stages. Many even when far advanced. Fresh air stands first. Good food next. Then a medicine to quiet the cough and control the inflammation—Ayer's Cherry Pectoral. Ask your doctor about this advice. J. C. Ayer Co., Lowell, Mass.