House Coats or Sn ts, in imported English finished tweeds, ri oon, brown and Oxfor rings, newest style of zes 36 to 44. Sp rgain, \$4.50. BOYS' SUITS.

English and Canadian ree-piece Suits,in brow ted grey grounds wil fancy colored strip s, made up in single a easted style, good qu s and trinimings. Regular prices \$4.50 and iday bargain, \$3.49.

OVERCOATS. Dark Striped Twe eight Overcoats, made latest single bream ld style, with clos k velvet collars, w Sizes 25 to 33. Reg .50 and \$5.00. Fri

### ishing Section

INTER UNDERWEAR ments, Men's Heavy Fleece - lined Unde ural shade, a large num hirts are made d back. These are firstments, not "s Friday, 43c.

ments of Heavy Scotch derwear for men, na es, very comfortable i t weather, broken line values to \$1.00 a gar educed to Friday, 686

ments only in this clear imported English nat heavy quality, "Another brands, double shirts, with drawers to garment. Bargain price,

UNDERWEAR. s' Heavy Fleece Under ural shades, shirts o perfect in every way, to to 15 years. On sale 25c.

BATH ROBES Fine Imported Eiderth Robes, shades o vn. green, etc., figured splendid quality and red. At 8 o'clock, Fri-

RS AND SWEATER vy Button-neck Sweatoll Collar Sweaters, also Sweater Coats, in heavy fancy honeycomb efdes of grey, navy, brown, fancy trimmings. To

day, 93c. Heavy Sweater Coats, ne worsted trimmings, tons, plain white, also med red, maroon, grey, prown, and navy trin values up to \$2.00. Odd iced to, Friday, \$1.33.

IGHT ROBES. lannelette Night Rob mported Flannelette bes, of heavy quality ra long, collar, pocket, ible-stitched, etc., pink, y, etc., stripes, 14 to 350. To clear Friday,

ts and Caps olors, as green, bronze, ite, etc., a few black. p to \$2.50. Friday your

and Boys Winters, in tweeds, cloth and mb, assorted lot; some abs lined with fur, and dge and driver shapes, up to 75c. Friday, 36c.

ment of colors and very ties, plain and honey-ch, hockey or stockins iday, 29c.

ollars and Mitts

Men's Store. Men's Fur Collars, ad-style, will fit on any achan or Corsican lamb, and electric seal, good Friday, \$2.89.

Fur Gauntlet Mitts, in raccoon or Australian ur lined, good colors.

Dept. Bargains Robert Louis Stevens, 9 vols. in set, clared volume has ported at the age of white me was written. Go

Henry Kingsley's wol aper, gold stamping

as above description of White-Melville's work

Excellent Warehouse Flat near Yonge and Front Sts., about 5000 feet. Light on three sides.

H. H. WILLIAMS & CO., 26 Victoria Street . . Toronto.

PROBS: Fresh winds; mostly fair, higher temperature.



HON RICHARD MCBRIDE,

Premier of British Columbia.

"The two absolutely essential con-

ditions to be complied with in any

project for railway aid in this province

are: First, the opening up of new ter-nitory, and, second, cheap transporta-

tion. The McBride-Mann scheme, on

the contrary, provides for double-tracking the C. P. R. thruout most of

iis length, and does not contemplate

the building of a single branch line. It

makes no provision whatever with re-gard to freight rates."

WHOLE FAMILY KILLED

NEW SUBSIDIZED LINE.

LONDON, Nov. 25.—(C:A.P.)—Panis

the new Franco-Caradian commercial

steamers to Canada, receiving a sub-

BURNED TO DEATH.

--Mrs. Louis Shaver, an aged woman, was burned to death, her clothing ig-

ltreaty will run special

Canada and France.

niting from a stove.

words:

The Toronto World

\$4000

Markham Street, below Bloor, eight rooms, electric light, laundry tubs, expensively decorated, built two years,

H. H. WILLIAMS & CO., 26 Victoria Street . . Toronto.

29TH YEAR

## Bigger Than Has Been Is McBride's Majority One Liberal So Far

Government's Railway Policy Results in Several Conservative Gains--Vancouver and Victoria Solid

M'BRIDE GETS TWO **OLIVER SQUEEZED OUT** 

CONSERVATIVES-33.

ATLIN-Hon. Dr. Young. CRANBROOK-T. Cavan. CHILLIWACK - Cawley (Con.),

EAST CARIBOO-W. F. Calahan, COLUMBIA—H. P. Parsons. DELTA—McKenzie elected, 200 maj DELTA—McKenzle elected, 200 maj. FERNIE—W. R. Ross. GREENWOOD—J. R. Jackson. GRAND FORKS—E. Miller. ISLANDS—McPhillips (Con.), 50 maj. KAMLOOPS—C. P. Shaw. KASLO—N. F. Mackay NELSON—Harry Wright. REVELSTOKE—T. Taylor. RICHMOND—Hon. F. L. C. Cotton. ROSSLAND—W. R. Braden. SIMILKAMEEN—L. W. Shatford. SKEENA—William Manson. SLOCAN—W: Hunter. SAANICH—Eberts (Con.), 110 maj. VANCOUVER—Hon. W. Bowser, A.

VANCOUVER—Hon. W. Bowser, A. H. MacGowan, Dr. McGuire, W. H. Watson, C. E. Tisdale. VICTORIA—Hon. R. McBride, Fred Davey, H. F. Behasen, H. B.

Thomson.
WESTMINSTER—T. Gifford.
YALE—Hon. R. McBride.
YMIR—J. H. Schofield. LIBERALS-1. ESQUIMALT-Jardine

SOCIALISTS. NANAIMO—Hawthornthwaite. NEWCASTLE—Williams (Soc elected, about 50 maj. TO BE HEARD FROM.

ALBERNI—(Lib.) CHILLINWACK—(Lib.) COMOX—(C.) DEWDNEY—(C.)
FSOUIMALT—(Lib.) NEWCASTLE—(S.)

OKANAGAN-(C.)

VICTORIA. B. C., Nov. 25 .- (Spedat)-Hon Richard McBride's railway MURDERED FOR EIGHTY CENTS. policy is good enough for British Colpolicy is good enough for British Col-umbia, and the provincial elections to-Story, 60 years old, was found strangled day, on that issue, have resulted in his to death in her saloon, 433 Butternuttriumphant return by a greatly in- street, this city, to-day. creased majority in the legislature. Investigation indicates that the place had been robbed of about 80 cents. No Indeed, at midnight, there is no Lib- arrests have been made.

eral regarded as "safe." .The standing of the parties in the last house was: Conservatives 26. Liberals 13, Socialists 3. As far as is known now, the returns

Conservatives ..... berals ..... Socialists .....

The Conservatives are: Cranbrook. Delta. Greenwood. Grand Forks. Nelson. Skeena.

Premier McBride retains his seat in Victoria and also carries Yale, where he defeats Henderson, (Lib.), the recent member. In Victoria, the premier had opposing him John Oliver, leader of the opposition. Oliver is also reported defeated in Delta, by F. J. Mackentle. His last majority was 169. Hawthornthwaite, the socialist leader,

Some of the Returns. Hon. W. J. Bowser, in Vancouver, defeats F. C. Wade, K.C., (Lib). The complete returns in Vancouver show: Conservatives—Bowser, 5411; McGuire, 4776; McGowan, 4491; Watson, 4131; Tisdall, 4089. Liberals Senator 4001; Wade, 3980; McDonald, 3941; Campbell, 3390;

Cranbrook: T. Cavan (Con.), leads. Dr. J. H. King (Lib.), by large majority. King was the late member with a majority of 95. Esquimalt: Jardine (Lib.) has 56

majority, with one poll to come. Ferrale: Ross (Con.), 738. Fisher (Lib.), 567. Harrington (Sec.); 477. Grand Forks: Miller (Con.), wins. The seat was held by McInnes (Soc.), with 68 majority.
Greenwood: J. R. Jackson (Con.),

Greenwood: J. R. Jackson (Con.), elected by 57 majority over A. Mac-donald. Naden (L\*b.), was last member with 27 majority.
Namaimo: J. Hawthornthwaite, Soc.), leader re-elected over A. E.

Nelson: Harry Wright (Con.), 570; E. A. Crease (Lib.), 326; Mathewson, (Sec.), 139. Dr. Fail (Lib.), late member with a majority of 5.
Richmond: Hon. F. L. Carter Cotton. (Con.), re-elected over J. W. Far-

sland: W. R. Braden (Con.), 328; English (Lib.), 219; Casey (Soc.), 160. Slocan: W. Hunter (Com.), re-electd ever J. S. Harris (Lib.), and W. Da-

Four in Victoria. Victoria: Four Conservatives reelected: Hon. Richard McBride, Fred Davey, H. F. Behasen and H. B. Thore

Westminster: T. Gifford (Con.) ra elected by 267 majority over J. J. John-son (Lib.) and W. Dodd (Soc.). Yale: Hon. Richard McBride (Con.) elected, defeating S. Henderson (Lib.) the late member, who had 82 majority. Ymir: J.H. Schofield (Con.) has large majority over A. M. Oliver (Soc.).

Oliver's Opposition. The subsidy agreement with the C. N. R. was the big issue. Oliver's op-

# RICH MAN OF

Entitled to All the Advant- H. C. McLeod Argues That age That Wealth Gives Him, Says the Minister of

Justice.

When Car Struck Auto in Which They Were Riding.

LOS ANGELES, Nov. 25.—Six persons, father, mother and four children, were killed to-day when a car on the Los Angeles and Longbeach trolley line ran into an automobile in which Mr. Jacobs and his family were riding near Latin station.

railways and shippers. He specified the contract the specified the case of a man who had shipped a consignment of horses valued at \$16,000. The railway refused to accept them unless in the contract the horses were given the value of only \$1200. The horses were destroyed in transit, and the shipper could only collect \$1200. The larger amount, but the only way in which an examination of a bank with branches aminutaneous audit at all points on the same day.' Strangely enough, the same form of the larger amount, but the form of the contract was sufficiently like the authorized contract to had the form of Austria and in Russia. In

the lower rate for partial liability, and bank's system is out-of-date, and a he wants the railway commission to be the only court which can pass upon

such matters. Hon. Mr. Graham con-sented to the second reading.

The second bill is intended to re-duce the number of appeals from the despatch states that the Compagnie Transatlantique availing itself of railway commission to the supreme court. It would restrict the time withmail in which appeals can be taken to one a sub- month, and also confine appeals to sidy of 3,000,000 francs, paid equally by doubtful questions of law.

Canada and France.

Hon. A. B. Aylesworth, did not think

that the judgment of lawyers would support anything approaching the abo-KEMPTVILLE, Nov. 25 .- (Special.) ted that appeals gave a great advantage to the wealthy, but he was not ing near Orrville, to-day, accidentally shot and killed his father, Cyrenus Continued on Page 7.

Government Inspection Is Both Feasible and

FOURTEEN PAGES—FRIDAY MORNING NOVEMBER 26 1909—FOURTEEN PAGES

Canada. OTTAWA, Nov. 25.—(Special.) —
"Money talks, and the poor man must expect to get what's coming to him,"
was the doctrine procedure.

Desirable in

expect to get what's coming to him," was the doctrine preached in Canada's parliament to-day by the minister of justice. In opposing A. E. Lancaster's bill, which would go a long way towards helping the poor man by reducing the number of appeals from the decisions of the railway commission, Hon. Mr. Aylesworth said. "In conferring upon a dissatisfied litigant any right of appeal from this board, I fully concede an advantage given to the rich as against the poor, but that, after all, is only an advantage which in every wall of life man of wealth has by reason of his wealth over the man who is without resource. No matter what piece of the source. No matter what piece of Canadian bankers, and whose views on finance are regarded by banking men of the United States and Canada as those of an expert, points out the necessity there is for making provincents, it is a great advantage from him."

This statement, coming especially from a minister of justice, caused considerable adverse comment both in the

This statement, coming especially from a minister of justice, caused considerable adverse comment both in the house and in the lobbics.

Lancaster's Three Bills.

Mr. Lancaster's annual onslaught on the railways began to-day when his bill to amend the railway act came up for second reading. The first of these proposes to make clear that the railway commission, and it alone, shall have the right to adjudicate as to the kind of contract to be made between railways and shippers. He specified the case of a man who had shipped a

form of the contract was sufficiently like the authorized contract to be legal.

The point involved is the practice of partial contracting out of damages in return for a lower rate. Mr. Lancaster seeks to obtain for the shipper power to choose whether he cam pay the higher rate and have full recourse for damages in case of loss, or the lower rate for partial liability, and in Great Britain, in Australia, in Switzerland, in Austria and in Russia. In ow under discussion. The branch banking system froyalis in all those countries, some banks having more than twice as many branches as any bank in Canada. If there be any Canadian bank of which a fairly clear insight cannot be obtained by intelligent auditors within a week, by examination at the head office alone, that

Continued on Page 10. TO SUCCEED BRYCE.

LONDON, Nov. 25.-A Madrid special to The Morning Telegram says it is reported here that Sir Maurice Debun-sen, British Ambassador to Madrid, will soon replace Ambassador Bryce at Washington.

WOOSTER, Ohio, Nov. 25,—Donald Geiselman, 17 years old, while out hunt-

### THE PRIVATE CHAINS AND THE PRIVATE CARS OF MAGNATE It was time somebody brought to the attention of parliament the service that the Grand Trunk and the Canadian Pacific are giving the people of Western Ontario, in the matter of traveling to

and from the capital of the Dominion. For years now both roads have threatened to do something to improve the conditions: the Canadian Pacific to double-track and increase its station and siding accommodation, and above all to increase its train mileage; and the Grand Trunk has promised now for years to build a direct line from Kingston to Ottawa, and make a quick connection between the express trains on its main line and the capital. This latter would be an ideal service and would get the bulk of the business, as everybody would prefer to take chances on a stretch of country that was well inhabited, rather than the bleak wastes that lie between Havelock and Perth. The Canadian Northern has already started to build its line, but when it will be finished and what sort of accommodation it will give

is a matter for the future. There is, however, no doubt of this fact that both the Grand Trunk and Canadian Pacific are in some kind of an agreement not to do anything, or in agreement to put off doing anything, as long as they can. Mr. Hays will tell you that his main business now is the Grand Trunk Pacific, and Sir Thomas Shaughnessy will tell you that all his time is taken up with acquisition of new lines in the west and the flotation of securities, now the main occupation of

railroad magnates. Parliament and the minister of railways seem to acquiesce in this neglect of the Province of Ontario, and for Ontario's other ministers, Hon. Mr. Paterson, Hon. Mr. Aylesworth, Hon. Mackenzie King, to take one moment of their time to consider the requirements of their own province would be preposterous and out of their line. So the Grand Trunk and Canadian Pacific are allowed to do as they like. They are more than satisfied to keep Toronto out of touch as much as possible with Ottawa. They prefer to keep Ottawa under Montreal influence, and as a matter of fact it is Montreal influence, and Grand Trunk and Canadian Pacific influence combined that make the ruling forces in Canada to-day. Ontario is going ahead in spite of discriminations of the Grand Trunk and Canadian Pacific, and Montreal.

Let us get down to some details in regard to the Toronto Ottawa service. The Canadian Pacific gives a night express each way by which most of the travel is done, and these trains have very few stops and give no local accommodation, and notwithstanding this are run very slowly. They hardly ever keep time because of lack of equipment and over-loading of trains, and what Mr. Maclean said in the house is true, namely that all the magnates who go to or come from Ottawa, whether railway or political, are so afraid of the system and the accommodation that goes with it, that they only travel in their own private cars with their wellstocked larders, and as a consequence it is no great concern to them whether, if a train breaks down, the public are fed or not, and it is of no great consequence to them, outside of the loss of their time, whether the public make connections or not. worst evil of these magnates traveling in private cars is that only one man, a body servant and cook travel from Toronto to Ottawa in a car weighing seventy tons or more, and the weight of this car impedes travel, overloads the engine, and the train is often an hour late, as the train was yesterday morning coming from Ottawa. The train was overloaded and as usual one railway magnate with a seventy ton car was in the train. In the course of every winter, for ten or twenty trips, the Canadian Pacific has some kind of delay, and as a consequence has to wire to some little hotelkeeper in some wayback place on the road to cook a ham, make some sandwiches and put a boiler of coffee at the dis posal of its belated passengers. The joke now on the road is "Are we going to have sandwiches and coffee at Myrtle, or at Tweed, or at Kaladar, or some other point?" But whenever and wherever this happens sandwiches and coffee may or may not be given to travelers, yet there is sure to be a magnate with a wellstocked larder in a private car who is faring sumptuously. Sometimes it is the president of the railroad; sometimes the gentlemen of the railroad commission; sometimes the minister of railways or one of his colleagues; but in every case they don't care what the storm or stress is, as they are provided for. They don't take the chances of the ordinary traveler.

The Canadian Pacific still continues to make first-class passengers between Toronto and Ottawa change cars at Smith's Falls at two or three in the morning. For a short time, about a year ago, the Canadian Pacific admitted the inferiority of its service and split it in two and ran a straight section to Ottawa a little behind the Montreal section, and in consequence much better accommodation was given; but the Montreal exemitive struck it down ruthlessly one day and said they would go back to the old system; that, in substance, anything was good enough for Ontarand the people of Ontario; and the old situation is now worse than ever, and day after day trains come in with hundreds of passengers everyone of whom is late for an engagement, train, or in other ways is immoderately and unfairly inconven-

There was another thing came out in connection with the running of this night express both ways in two sections, and that is that when the Ottawa business was put into a separate service the Montreal train, outside of the express cars, had a good deal of the look of what they call a "ghost train," and rather than admit that the Ottawa business was the more profitable they decided to destroy the evidence which a separation of the business elicited.

And coming back to this mania that railroad magnates and political magnates have of traveling in private cars, we are further constrained to say that if railroad officials do not know the actual conditions of traveling on their own lines they become very complacent and altogether unmindful of the public. If these railroad magnates had to use their own sleeping cars, and their own dining car service, and especially If they had to eat in their own refreshment rooms and dining rooms at the stations, they might take a little more interest in the way these establishments are conducted. Frequent use, for instance, of some of the old sleeping cars that are sent by the Pullman Company into Canada as a kind of haven for the cast offs, would make Mr. Hays and some of his as sistant/managers open their eyes; and if Sir Thomas Shaughnessy's able assistants slept for a few nights on some of the fifteen-year old mattresses that are still doing service in some of his sleeping cars, they too might call for a change.

It is remembered of Sir William Van Horne that when he first organized the Canadian Pacific he traveled a great deal in the ordinary coach; that he jumped off at stations and demanded a piece of pie and a cup of coffee at the refreshment counter and if he didn't find it what he expected it to be he let somebody know all about it in a very short time, and as a consequence every refreshment counter on the road was on the alert and anxious to serve the public. How can the minister of railways, who is supposed to have these railways in charge, really know about the service the public are getting if he doesn't travel occasionally as an ordinary passenger? And we believe it is of vital importance to the enforcement of the Railway Act that the railway commissioners themselves travel as ordinary travelers in order to get at the true condition of affairs. For instance, how would Chairman Mabee like it if he were going from Toronto to Ottawa at night on a Canadian Pacific first-class passenger coach and had to get out of his seat at Smith's Falls and sit in a waiting-room or walk up and down the platform for any time from half an hour to two hours before the Ottawa train was made up, or vice versa coming the other way? We venture to say it wouldn't be two days before an order would issue from the commission commanding the Canadian Pacific to give their first and second-class passengers from Toronto a thru car, just as they give their sleeping car passengers a thru car between these points. It will be recalled that the well-stocked buffet cars that used to run on the C. P. R. night expresses were taken off soon after Sir William Van Horne retired. Hadn't they better be put back, put in the place of the magnates' cars?

Then as to overloading of trains by these heavy private cars we have only this to say: it ought to be made the law that no railway magnate traveling in all his glory and singleness has the right to insist on the train of the ordinary people being hampered by a private car for one man, his secretary, and his cook. railway magnate wishes to go over his own lines in his private car he ought to take a special engine, and if another magnate wishes to go over another company's line let him pay the shot of a special engine, or let them exchange special engines one with another: but make it impossible by law or otherwise for this most fanciful and extravagant ostentation being a means of inconvenience to the ordinary public, who are paying their fare and wish to make their destination in the shortest possible time. We hope the story is true that Sir Thomas Shaughnessy is pretty sick of his lesser magnates and their individual cars, and that he will set an example by telling them that if they insist on these cars they had better hook on to freights and take chances.

For "Social Welfare, Based on Sound Finance" - Balfour of Burleigh Strikes Warning

Note.

LONDON, Nov. 25 .- "If you win a victory it will be only a temporary one; if you lose, you have prejudiced the position, power, prestige and usefulness of the house of lords, which I believe every one of you honors and desires to serve as heartily as I do

In this homely candid fashion, Lord Balfour of Burleigh told the members of the house of lords this evening his opinion of the course they were pursuing with regard to the budget. speach was the real event of to-day's sitting of the upper chamber. It probably will have greater influence than that of Lord Rosebery, because Rosebery no longer holds the confidence of

any party.

The Bishop of Hereford, who inter vened late in the debate, said that while he respected the Archbishop of Canterbury's desire that the bishops abstain from voting on the measure, he claimed the right to the exercise of independent judgment.

Bishop Supports Budget. If the bishops had any function to perform it was to speak for the multitudinous poor, he said, therefore he supported the budget, which was a social welfare budget, based on sound finance. He was convinced, he de-clared, that the country's answer to an appeal to the ballot would be in such clear English that never again shall the fundamental liberties of the people be endangered by a privileged

Many others of the peers spoke, but a'i of them along ordinary party lines. The debate was adjourned until Monday, when Viscount Morley, Lord Curcon and Lord Rothschild are expected to address the house.

Rumors are current to-night that the Conservative leaders, seeing the damaging effect that the speeches of Lords Comer, Rosebery and Balfour of Bureigh are likely to have on the Conservative cause, in an election, are ret; the budget. But the best informa tion indicates that Lord Lansdowne's resolution against the adoption of the budget will go to a division and be carried by an enormous majority.

Pro-Budget Demonstration.

A great pro-budget demonstration took place to-night in Parliament-square and that locality. Six thousand persons gathered for the demon stration and sang political songs and cheered for David Lloyd-George, chanellor of the exchequer. Police to the number of 1500 were

employed in keeping order, but finally the crowd became unmanageable and they cleared the square. There were some slight scuffles and several arrests were made. The demonstration is likely to be repeated on a larger scale Monday and Tuesday. Chamber Crowded. There was little falling off in the at-

endance when the house of lords mot this afternoon. The benches ware the house of commons were ga hered about the throne and peeresses, diplo-mats and other distinguished persons filled the galleries.

The extension of the time for debate will give opportunity for more of the

fords to be heard and many maiden speeches will be made. Lord Revelstoke, who has been a member of the lower chamber for 12 years, hade his first speech in the house of lords this Lord Ashbourne, who has been a member of several Unionist cabinets,

cok Lord Curzon's place in re-opening the debate, so that the visitors heard an orator almost equally notable.

Lord Ashbourne contended that there was no authority on constitution nistory that disputed the right of the lords to act according to their disciction in rejecting or accepting the budget. This year's budget, by pre-senting a variety of bills within its covers, sought for the first time in the

history of budgets to go far beyond the scope of providing revenue to meet

the annual expenditures, he said.

He declared that the government Continued on Page 7. ON THE C.P. WIRES.

Sir Thomas, Montreal [urgent]: Both Ottawa rains balled up by big storm. Can I order Mrs. Smith to boil ham at Pontypool for passengers!

Better boil two, one for each train. Lots of mustard Shaughnessy Ob. to his train despatcher: "Hasn't Sir

Thomas got a big heart?" In little house near a C. P. R. station, Toronto

Wife: Aren't you comin' to bed, John? John: Just in a minit, but I want to keep the cook stove agoin as I feel it in my bones and by the wind that we'll get an order from Sir, Thomas to bile a ham before mo

Big Millinery Sale.

Christmas is just a little time away now, and the Dineen Company find that they are pressed for room for the extra display of Xmas furs. They have decided to clear out the entire stock of ladies' winter millinery, with the exception of the fur-trimmed hats. This is your opportunity to get a real The sale will last as long as the stock holds out. Call early.

