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TWENTY-FOU[illegible] YEAR — EIGHT PAGES——MONDAY MORNING JANUARY 19 1903——EIGHT PAGES — ONE CENT

Senate, Reading Room
1Jan04
SENATE PO

"CANADA SHOULD NOT SUBSIDIZE GRAND TRUNK PACIFIC"

---JAMES J. HILL, President of the Great Northern Railway.

Interviewed in Interests of the Canadian Public, Canadian-Born Railway Giant Declares That a Railway That Requires a Government Subsidy to Build is Not Required By the Country—Let Canada Go Into the Scheme as a Purely Commercial Investment, Receiving Ample Security in First Mortgage Bonds for Every Dollar of Aid Advanced.

SUBSIDY GRANTING A THING OF THE PAST RAILWAY BUILDING NOW PURE BUSINESS

WHAT MR. HILL SAID.

The time has passed in the affairs of Canada when it is necessary for the government to subsidize a railroad. This is the age when projects of this character are carried out for practical reasons, because the development of the country warrants it, and primarily because the investments can be profitably made.

If Canada contributes aid to-day to another transcontinental railroad, either in money or land grant, the government should receive bonds of the corporation or other full and complete security for the investment. In other words, it should become a purely business transaction with no gift enterprise attached.

A railroad that requires a government subsidy in Canada to-day before it can be constructed is not required by the country nor warranted by the business that will be naturally tributary to it.

It is my judgment that another transcontinental railroad cannot be profitably built across Canada for the present. If business conditions demanded such a project there is idle capital sufficient in Canada and the States now that would be seeking that channel for investment without subsidy considerations. In truth, the practical railroad world to-day realizes, in my estimation, that a government subsidy is not a good thing for a transportation venture, which is based wholly upon business considerations. Government aid is usually tainted with such conditions that the value of the grant is more than offset by the disadvantages of the restrictions. As evidence of my belief in this proposition I may say that I constructed the Great Northern Railroad without seeking or desiring a subsidy.

I do not mean to insist that the extraordinary growth of the Canadian Northwest does not call for a decided improvement in the transportation facilities of the Dominion. On the contrary, a distinct improvement is demanded, but clearly the occasion requires the enlargement of present means of transportation, more modern equipment for the lines already in operation, extension of branches and the building up of the systems. Canada has five million people, one transcontinental railroad and another practically in sight. The United States has eighty-five million population and six transcontinental railroads. At this rate the Republic has one transcontinental line for each fourteen million of its inhabitants and the Dominion, one for each two and one-half million.

RAILWAY GIANT INTERVIEWED.

St. Paul, Minn., Jan. 18.—(From a staff reporter.)—The above language epitomizes the striking manner in which James J. Hill, the great railroad captain, views the transportation problem in Canada. That he presumes to speak with some authority on such a subject is not strange, considering his high position in the railroad world, his peculiar acquaintance with the situation in the Northwest and his Canadian nativity. Having risen from the obscurity of a Canadian farm to the highest pinnacle in the railroad world of the western hemisphere, having played the game in all its phases, James J. Hidll is generally recognized as the one man whose judgment on the propositions he outlines thru The World should be clear. As one of the great captains of industry who has contributed so much to the development of a section exactly similar to that now demanding the attention of the Canadian people, he is in a position to know the good and bad sides of the problem and say some things to the people of Canada on this subject that will not only entertain, but receive their most serious attention.

DOES NOT INTERFERE.

It was with this idea that The World staff representative sought an interview with James J. Hill. After mature reflection Mr. Hill consented to the interview, but with the distinct understanding that he did not desire to interfere in the problem of railroading in the Dominion. In fact he asserted positively that his interests do not lie in that direction, and that with the exception of a small branch of the Great Northern he had run into the Crow's Nest region for the purpose of securing Canadian coal for the use of his lines, he owned no line of road in the Dominion.

Further Mr. Hill prefaced his remarks with the explanation that he absolutely knew nothing about the proposed Grand Trunk Pacific transcontinental proposition, except thru the ordinary channels of the press. His reference therefore, he said, must be considered merely as it applies generally to the plan of another entirely new railroad line extending across the Dominion.

IN PUBLIC'S INTEREST.

In the president's office of the general headquarters building of the Great Northern the interview took place. Mr. Hill said that he consented to the interview after being earnestly solicited by The World to discuss the subject for the benefit of the Canadian public, which might care to receive the opinion of a railroad man who had enjoyed some measure of success and whose Canadian connections might entitle him to speak on such an affair without appearing to meddle with that which did not directly concern him.

As an introduction to the subject Mr. Hill was told The World would like to give to its readers his views on the Grand Trunk Pacific proposal, the subsidy feature, the demand of the country's resources for the additional line and any other views he might have relating to this project and kindred features.

KNOWS A GOOD DEAL.

"Permit me to say that I really know little of the Grand Trunk Pacific plan," he observed. "I have read something of it in the papers. That is all. However, I think I may say that I know a good deal about the general conditions," and Mr. Hill's face lighted up and his eyes assumed that peculiar brightness which is characteristic of the extraordinary man who holds in his grasp the transportation facilities of a vast empire in the Western States.

"I may say as an original proposition that a railroad that requires a government subsidy to build is not required by the country. Then again, if Canada does see fit to contribute to the construction of another transcontinental line the government should see to it that the interests of the people are safeguarded. The government should receive ample security in bonds for its investment. It should have something to show for the money or land granted. The age of railroad promotion when subsidies were necessary for the construction of transcontinental lines has passed, never to return in Canada or the States. The experimental stage has gone. The problems are all practical now and there are no unknown features such as formerly terrified capital venturing on such investment.

JAMES J. HILL

Foremost Railway Captain in America.
—From photo presented to The World.

SPEAKS FROM EXPERIENCE.

"In fact, I have had experience with both propositions. I had a one-tenth interest in the C.P.R. project, and I don't mind admitting that I sold out for just about what my interests had cost me. Then, when I built the Great Northern, I would not have a subsidy. Government aid is usually tainted with such conditions that the grant becomes a genuine hardship when viewed from a practical standpoint. The tendency is more and more in this direction as railroad development progresses. Railroads are built now because the business of the section to be traversed warrants the expenditure. A section requiring transportation does not have to look for it. Capital is seeking these channels, but, of course, the conditions must be such as in the judgment of experienced men will return a fair revenue on the money involved.

NOT PAY TO-DAY.

"It is my judgment that another railroad across Canada will not pay today. The business is not there. When it is, subsidies will not be necessary to induce railroads to enter the country. Where will the business come from? Let's analyze the situation: The C.P.R. is there and the Canadian Northern is well advanced. The estimated grain yield for next year for Manitoba and the adjacent grain producing section of the Canadian Northwest is one hundred million bushels. The C.P.R. should transport this yield, as vast as it is. The Great Northern last year transported more than one hundred million bushels of grain, in addition to its other business. It is a one-track line, as is the C.P.R. Of course the C.P.R. is at a disadvantage because it is constructed on what is known as the 'high-grade,' whereas to-day modern engineering calls for the 'low grade' for economical purposes. This difference in construction requires the road to do almost as much work as if it were twice as long. But, in addition, here is the Canadian Northern to help move the grain crop of the Canadian Northwest.

PRESENT SYSTEMS SHOULD BE ENLARGED TO MEET FUTURE NEEDS OF GREAT WEST

IMPROVE THE C.P.R.

"I do not contend that the vast immigration into the Northwest does not call for renewed effort on the part of the railroad managers of the Dominion. On the contrary it does, but it is not in the direction of a new system, but the improvement and development of those already in existence. This is in my judgment the key to the situation. Another line would mean the division of the present business of that section into three parts. That would render it unprofitable. This is purely a mathematical calculation. There is nothing mysterious about it.

"I have no connection with any interests in Canada to-day. We have a branch into the Crow's Nest coal region, but that is to get fuel for our own lines out of there. Even this is seriously interfered with by the tonnage tax. We could use millions of tons in excess of what we do of Canadian coal with more practical regulations. I have no ambition to place a line east of Chicago.

HAS NO ALLIANCE.

"This talk of an agreement between my interests and those of Canadian lines by which we will reach into the territory of each other is, of course, without foundation. The Great Northern has numerous branches right up to the Canadian border to natural connections with the Canadian railways, but natural conditions regulate this traffic in the Canadian Northwest. Those unfamiliar with the facts would say the Canadian grain trade does not filter down thru these channels into the States, because of the tariff on the entry of grain into the States. This is not the reason. It is deeper than that. There is no tariff on grain which is shipped into this market to be manufactured into flour for export. Minneapolis, with its cheap power, offers every inducement for this class of traffic, yet it secures but a very small percentage.

THRU CANADA.

"No, the natural channel of this vast Canadian grain traffic is thru Canadian sources of transportation to the sea. My judgment is that its course will never be diverted. The ultimate market for this grain, of course, is England. It will flow into that market via Canadian lines indefinitely. Of course the Great Lakes will always secure a share of this traffic, but as railroads paralleling water courses in the States have driven the traffic largely by the rail routes so will the transportation of this grain in the future be confined chiefly to the railroads as far as tide water. This calls for the improvement of the railroad facilities of the Dominion, but the problem must be solved in a practical way. Canada has practically two transcontinental lines, and that is one for each two and a half million people, while the States has but one transcontinental line for each fourteen million of population. These are figures that deserve careful thought.

SHORTEST LINE IMPORTANT.

"However, I do not conceive that the matter of an Atlantic terminal is of such supreme importance, if the Grand Trunk Pacific is built. The talk that it should be an all-Canadian line does not strike me with any particular force. After all, it is a question of the nearest point. If it makes the line longer to make the terminal on Canadian soil on the Atlantic, who is to pay the difference in the cost of transportation? These charges must be borne by the people after all. Is the increased cost worth the advantage gained in a purely Canadian terminal?

"There is a vast volume of trade which the Canadian railroads may always count on. It originates on their lines, and it can never be diverted.

OTHER OBJECTIONS.

"When do I think Canada will have reached such a stage of development as to warrant capital in constructing another thru line across the Dominion? Well, we are early in the century now; I should say it will be well along in the century before a new system will be warranted by the increase in business. Then, too, the difficulties of operating the proposed line as far north as I understand the Grand Trunk Pacific is figured on, will be a serious problem from an economical view.

INVASION BOGEY.

"This so-called 'invasion' of Canada in my judgment has been overrated, in that it will make little difference in the general manner of doing business in the Dominion. The country is so large that the new settlers will be rapidly assimilated. Of course the

Continued on Page 2.

WHO MR. HILL IS.

A man of massive frame, penetrating eyes and most engaging manner is James J. Hill. His extraordinary physique first impresses the casual observer. When he speaks all attention is immediately centred in his extraordinary mental characteristics. A head of almost abnormal size is set upon an enormous pair of square shoulders. He is well proportioned. The hand that framed the famous agreement which resulted in the formation of the Northern Securities Company is the hand of a rail splitter. In fact Mr. Hill's early training on the Canadian farm near Guelph is evidently responsible for his powerful body. His extraordinary mental vigor is attributed to his Scotch-Irish ancestry, and tradition places the president of the Great Northern the eighteenth in lineal descent of his family.

Sixty-five years old, the remarkable man's face is that of a much older man in repose and infinitely younger when animated by conversation. His voice is low. He talks with most amazing directness, and his words are accompanied with glances from his big, deep set eyes that appear to reinforce his remarks. When intensely interested the lustre of the magnate's eyes increases to a remarkable degree. He left school when fourteen years of age, yet he grasps a proposition instantly, and his judgment is accepted as almost infallible in the railroad world. Probably the largest single employer of labor in the world and with railroad interests second to none, he is still the most democratic of individuals. It is "Jim Hill" by which the king of the railroad world is best known, and he responds to this title all over the great west.

He walked into the reception room of his general offices in St. Paul, Minn., and grasped The World representative warmly by the hand. His dress was very plain. He wore a flat Scotch cap well down over his eyes. His grizzled beard gave him rather an unkempt appearance. Mr. Hill's capacity for work is something enormous. He gets to his office as early as 7 o'clock. He declares that he has never been able to get over the habit of early rising acquired on the farm. He keeps two secretaries busy frequently until late in the evening. In spite of the value of his time he steadily refuses to surround himself with those barriers common among railroad presidents and busy men. If a man wants to see "Jim Hill" he is never turned away by the messenger in the reception room.

POPE'S HEALTH IS GOOD, SAYS BISHOP BRUCHESI

Characterizes Report of His Receiving a Cardinal's Hat as Untrue and Ridiculous.

New York, Jan. 18.—Among those who arrived on La Savoie from Havre yesterday was Monsignor Bruchesi, Archbishop of Montreal.

To a reporter Monsignor Bruchesi said he had returned from a visit to Rome, whither he had gone to offer homage to the Pope on his jubilee. Monsignor Bruchesi said that the Pope showed unimpaired mental and physical energy, investigating minute details in person, yet appearing in even better health than at his visit five years ago.

Monsignor Bruchesi had two private audiences with the Pope during his stay in Rome, besides presenting many Protestant and Catholic tourists to his holiness. He characterized the report as to his having gone to Rome to receive a cardinal's hat as untrue and ridiculous.

Asked as to the Manitoba school question, the Archbishop said the Pope took a great interest in the matter. Monsignor Bruchesi hoped that the Manitoba Catholics would ultimately receive the same justice that was meted at the present time to the Protestants in Quebec.

He returned to America by way of France. The whole of France, he said, owing to the expulsion of the priests, monks, nuns, as well as the sisters and brothers of the faith, was at present under a cloud. Monsignor Bruchesi spoke very strongly against the action of the French government. Asked for his solution of the problem, he said that as the expulsion had been made by the law, so by the law must it be unmade.

COAL IS SCARCE
but we have enough for our works. Send us your order now. Manufacturers of Valves, Hydrants, Cast Iron Columns, etc. Canada Foundry Company, Limited, 14-16 King Street East

NOW AT MENTONE.

Mentone, France, Jan. 18.—The Crown Princess of Saxony and M. Giron, with whom she eloped, have arrived here, and intend to stay two months. They have taken the name of M. and Mme. Andre Gerard.

SANDERSON'S
MOUNTAIN DEW SCOTCH
Fill Your Flask With It.

PANTHER BOMBARDS PORT.

San Carlos, 22 Miles From Maracaibo, Shelled by Germans.

Maracaibo, Venezuela, Jan. 18.—Fort San Carlos is 22 miles from Maracaibo, and commands the entrance to the lake, or inner bay. The correspondent of The Associated Press has received a letter from Gen. Bello, commanding the fort, reading: "Yesterday afternoon, at 12.30, Fort San Carlos was attacked and shelled, without any provocation on our part, without previous notification or delivering of an ultimatum by the German cruiser Panther, which tried to force the entrance. After a fight lasting an hour, during which the fort used only four guns, the Panther was obliged to abandon the fight and retreated in the direction of Curacao. The fort has suffered no damage and only three men were wounded."

TWENTY MEN LOST.

London, Jan. 18.—The steam packet Upupa, from Cardiff for Cork, has been missing since Friday. Wreckage which has been washed up on the coast near Cork leaves no doubt that she foundered in a gale. She was owned in Cork, and had a crew of 20 men and some steerage passengers on board.

SCHWAB AT PALERMO.

Palermo, Sicily, Jan. 18.—Charles M. Schwab, who arrived here yesterday on board the steam yacht Margarita, refuses to see visitors. He has not left the yacht, but he is reported to be well. The party accompanying Mr. Schwab has been ashore.

CONTRACT FOR $350,000.

Montreal, Jan. 18.—Messrs. Wightman, Morrison & Co. have received the contract for restoring the old Bank of Montreal, St. James-street, including a dome, the price being $350,000.

Fire at Niagara-on-the-Lake.

Niagara-on-the-Lake, Jan. 18.—The residence of Thomas Sillence, on Wellington-street, was badly gutted by fire about 7.30 last evening. A defective chimney is supposed to have been the cause. Loss about $700; covered by insurance in the London and Lancashire.

Mahmud Pasha Dead.

Brussels, Jan. 18.—Mahmud Pasha, brother-in-law of the Sultan of Turkey, and leader of the Turkish Reform party, died here to-day. He was in exile.

Try the Decanter at Thomas'.

ROUTE FOR THE RADIALS LAID DOWN BY ENGINEER

Report Now Being Examined Preparatory to Entrance of Suburban Lines.

W. T. Jennings, former City Engineer of Toronto has submitted his report in regard to the radial railway system for Toronto. The report, it is understood, has already been examined by the Mayor and some members of the Board of Control, but its particulars have not yet been made public.

A general description of Mr. Jennings' plan, however, may be indicated. He proposes that the Scarboro electric line shall come in via East Queen-street, inclining to the south, and along the waterfront streets to the market.

The Mimico line is to cross the G. T. R. tracks at Sunnyside, and come along thru the Exhibition Grounds, Garrison commons and the waterfront to the Market.

The Metropolitan line will come down Yonge-street and reach Church-street by a cross-street, not revealed by The World's informant, and thence to the Market.

The Toronto Suburban line will come in via Royce-avenue and Lansdowne-avenue, going southerly on the latter street, and making a junction with the extension planned for the Mimico line, reaching the Market over that route.

The report also embraces very full and detailed accounts of the operation of suburban railways thruout the country, such as the Galt and Hespeler, Hamilton Radial Railway, Niagara Falls and St. Catharines Railway and others.

A Snowy Line of Pearly Whiteness
Is the definition of a Sozodont smile. Refined women use Sozodont Liquid and Powder.

Smokers buy Perfect on Mixture, positively cool. Alive Bollard, 128 Yonge St

A Change at Clancey's.
Mr. Albert Williams, the well-known caterer, has taken the management of Mr. Clancey's popular restaurant. It is the only grill room in the city, and for that class of business men who prefer this European style of service, they can be satisfied to the King's taste.

Six o'clock dinner at New Carlton Hotel

TORONTO TO HAVE A CHARTER.

The World understands that Mayor Urquhart is certain at the forthcoming session of the legislature of securing a charter for the City of Toronto. Hitherto all applications made by Toronto to the Ontario legislature have been pretty generally turned down, but this, the most important of all, a thing that means a revolution in the government of the city, will go thru without serious difficulty.

The city authorities are already at work preparing the charter, and as the length and breadth of it means everything for the ratepayers and citizens at large for the future, it is certain that no question of municipal concern has ever arisen in which more interest will be shown from now until the meeting of the legislature.

SAYS HE WAS HELD UP.

Milkman Doble Claims to Have Lost $4 on Saturday.

Harry Doble, who conducts a milk dairy at 5 Widmer-street, reported to the police yesterday that he had been robbed by two men while delivering milk early Saturday morning. Doble says that when he went in the rear of 38 Cecil-street to deliver a bottle of milk he was suddenly confronted by two men. One of them pointed a revolver in his face, while the other proceeded to go thru the milk man. Mr. Doble says he had $4 on his person, which amount the robbers got away with. The police are investigating the case.

Canada Foundry Company, Limited. Canadian manufacturers of Cold Pressed Nuts. Send for price list 1001. Special discounts to the trade. Canada Foundry Company, Limited. 14-16 King Street East.

ABRAM S. HEWITT DEAD.

New York, Jan. 18.—Abram S. Hewitt, former Mayor of New York, and representative in Congress from 1874 to 1887, died at 6 o'clock this morning.

Briar Pipes, silver mounted, reduced price 84c each. Alive Bollard, 128 Yonge Street.

Rosedale Lots For Sale.
300 feet frontage, vacant lots, best part of Rosedale. Will be sold at a sacrifice for quick sale. Lots divided to suit purchaser. J. L. Troy, 52 Adelaide.

TO-DAY IN TORONTO.

Annual meeting Harbord Old Boys, Varsity Y.M.C.A., 8 p.m.
Annual meeting Hardware and Metal Section, Board of Trade, 3.30 p.m.
County L.O.L. concert, Massey Hall, 8 p.m.
Mulock Liberal Club, euchre party, O'Neill's Hall, Queen and Parliament-streets, 8 p.m.
Canadian Club, McConkey's, 1 p.m.
Young Liberal Club, St. George's Hall, 8 p.m.
Toronto Ministerial Association, Central Y.M.C.A., 10 a.m.
Natural History Section, Canadian Institute, 8 p.m.

USED RAILS FOR TELEPHONING

New Haven Railway Experimenting With New Signaling.

Boston, Jan. 18.—Experiments were made last week on the Dedham branch of the New York, New Haven & Hartford Railroad by a representative of the American Telephone Company in telephoning between stations, utilizing the railroad tracks instead of a line of wire for the transmission of messages.

Telephones were placed in the stations at Roslindale, Highland and Dedham and connection made with the rails. The experiments were quite successful, except when cars on the local electric street railway crossed the overhead bridge of Beach-street, when the voices at the telephone became indistinct because of a "leak" on the electric car line.

The New Haven Company is said to be considering the advisability of equipping all of its stations with telephones if the telephone company can make its instruments work successfully.

EDWARDS & COMPANY, Chartered Accountants, 26 Wellington St. East. Geo. Edwards F. C. A., A. H. Edwards.

KILLED BY A TRAIN.

Elmira, N.Y., Jan. 18.—Bert Seley, a farmer, living near Millerton, Pa., while driving home in a hay rigging, was instantly killed at 9 o'clock last night, together with his two horses by a Tioga coal train. His body was carried a half mile on the engine pilot, and one of the horses a mile.

PATENTS — Fetherstonhaugh & Co. Head Office, King-street West, Toronto, and Montreal, Ottawa and Washington

To Commercial Travelers and Others
See Walter H. Blight, Medical Building. 'Phone 2770 before placing your accident policy. 136

Cigars—Marguerites, Fortuna, large Japs, Bostons—4 for 25c. Alive Bollard, 128 Yonge Street.

REMOVE THE COAL DUTY SAYS A LIBERAL ORGAN

An Article in Le Soleil Creates Impression as to Government's Intention.

Montreal, Jan. 18.—A good deal of attention has been given to an article in Le Soleil, the Federal government organ in the district of Quebec, and as the evidently inspired leader appeared soon after Sir Wilfrid Laurier's departure from the ancient capital, it would seem that the Ministry intended to remove the duty from American coal.

"Speaking in a broad sense," says Le Soleil, "the repeal of the duties on both sides of the frontier is desirable, because the Canadian miners have coal to sell and the American consumers are obliged to purchase, and the Americans also have coal which is wanted by the people on this side of the line. If public opinion were versed in this question, it would not be necessary to have recourse to arguments in order to obtain results so very desirable, but sentiment in favor of protection is so strong that the disappearance of the duties on coal might not be obtained without an active and vigorous campaign.

"Asimple coup d'oeil over the situation shows us that in the extreme east and west the Americans want our coal, and in the central, or lake region, of Canada we want theirs. It would not be possible, even if the Americans desired it, to transport coal from Pennsylvania and Ohio to the extreme west when British Columbia possesses it in abundance; neither would it be advantageous to export coal to our eastern ports because Nova Scotia can produce a supply at a less cost. From a public point of view it would be of no profit to force Ontario to import its coal from the extreme east or west, because this province can procure its supply cheaper just beyond the Great Lakes."

STEAMSHIP MOVEMENTS.

Jan. 18.	At.	From.
La Savoie	New York	Havre
Trojan Princes	New York	Genoa
Umbria	Queenstown	New York
Commonwealth	Genoa	Boston
Sarmatian	Boston	Glasgow
Cassel	New York	Bremen
Cymric	New York	Liverpool
Philadelphia	New York	Southampton
Lucania	New York	Liverpool
Belgenland	Liverpool	Philadelphia
Taurica	Liverpool	New York
Umbria	Liverpool	New York
Belgravia	Hamburg	New York

M. BLOWITZ IS DEAD.

Stricken With Apoplexy, He Passes Away in Paris.

Paris, Jan. 18.—Henry George Stephane Adolphe Opper De Blowitz, for many years correspondent of The London Times in Paris, died here this evening. M. De Blowitz was stricken with apoplexy a few days ago. He was born in 1832.

ARREST DANGEROUS ANARCHIST.

Geneva, Jan. 18.—A man who was arrested here on Thursday on a charge of swindling proves to be Prince Nachachidzine, who was sentenced to death in Russia some years ago for conspiring against the Czar. He is known as a dangerous Anarchist.

Monuments.
The McIntosh Granite & Marble Company, Limited, 1119 and 1121 Yonge-street. Tel. 4249. Terminal Yonge-street car route.

BIRTHS.

COFFEE—On the 18th inst., at 41 Maple-avenue, Toronto, the wife of T. P. Coffee of a daughter.

JECKS—On the 16th, at the Maternity Hospital, Ottawa, the wife of Stanley R. Jecks of a daughter.

DEATHS.

COFFEE—On the 15th inst., at 41 Maple-avenue, Toronto, the infant daughter of T. P. Coffee.

GRIMES—At 68 Hoskin-avenue, Toronto Junction, George Henry Stanley Grimes, infant son of George and Anna Grimes. Funeral Monday, Jan. 19th, at 3 p.m., to Prospect Cemetery.

JACKMAN—On Sunday, Jan. 18, 1903, at 94 Edward-street, Henry Jackman, aged 72 years and 1 month. His end was peace. Funeral from the above address on Tuesday at 2 o'clock to Mount Pleasant Cemetery. He was a member of Acacia Lodge, S.O.E.B.S., and No. 2 Council, R.T. of T. Friends and acquaintances please accept this intimation. Pavistock papers, Devon, England, please copy.

MOORE—On Saturday, Jan. 17, 1903, at 2.10 a.m., at her late residence, 71 Amelia-street, Georgie A. Macdonald, the beloved wife of W. M. Moore, and daughter of Mrs. Jas. A. Rumplin. Funeral to the Necropolis on Tuesday, at 2.30 p.m. Winnipeg papers please copy.

MORTON—At Brooklyn, N.Y., Jan. 16, 1903, Dora, beloved wife of Drew A. Morton, widow of the late Joe Banks. Remains will be brought to 49 Spadina-avenue. Funeral Monday, at 2.30 p.m., to Mount Pleasant Cemetery.

ROSS—At his mother's residence, 537 King-street west, on Sunday, Jan. 18, 1903, George G. Ross, aged 32 years 7 months. Funeral Tuesday at 3.30 p.m., from above address, to the Necropolis. Friends and acquaintances please accept this intimation. At rest. Buffalo N.Y., papers please copy.

WILSON—At Sick Children's Hospital, on Saturday, Jan. 17th, Peter, aged 14 years and 7 months, son of Peter Wilson, 32 Fellis-avenue of Toronto. Funeral Monday, at 2 p.m.

BRITAIN'S UNIQUE ACTION RE CONQUERED COLONIES

Hon. Joseph Chamberlain Gives Details of South African Financial Arrangement.

Johannesburg, South Africa, Jan. 17.—Colonial Secretary Chamberlain, at a banquet given him this evening, delivered a speech in which he gave for the first time the details which have been arranged for the financing of the new colonies. He described the arrangement as "a unique and unprecedented action on the part of the Imperial government," and one which was sat-

Continued on Page 2.

To Keep the Sale Going.
The Dineen Co. have been whipping their big necessity sale to a grand stand finish. So far it has broken all records. Amount required by the first of February is already in the near prospective, and the prices asked for the goods are going to bring it over the mark. Here's a line for to-day: Fifty Western Sable Boas, 84 inches long, with 6 tails, for trimming, were twelve dollars, for eight. Also the balance of the stock of Ladies' Walking Hats for one dollar and fifty cents each. Worth anywhere from three to five dollars.

DECIDEDLY COLD.

Meteorological Office, Toronto, Jan. 18.—(8 p.m.)—The cold which was setting in over Saskatchewan on Friday night has since transpired to be a marked cold wave which now covers the country from Manitoba to the Maritime Provinces, with temperatures considerably below zero, in the northern parts. Much milder conditions now prevail in the far Northwest, indicating that the severe cold now existing is unlikely to be of long duration.

Lower Lakes and Georgian Bay—Fine and decidedly cold to-day; becoming milder on Tuesday, with some light snowfalls.

Dunlop "Heel" Taps.
You can walk erect and correct if your heels are Dunlop-heeled. Dunlop creeper rubber heels are made of rubber you can rely on. They hold where your feet alights, so there is no danger of sliding or slipping. To your safety and your all-round good health, Dunlop rubber heels contribute. Ask any shoe man. Sample pair sent, 50c., by the Dunlop Tire Company, Limited, Toronto.