



In Atlanta last week 52 southern theater owners and managers arranged for a concerted and determined effort to bring a restoration of theatrical party rates. They wish to accomplish this before the booking time for attractions for next season begins, and are following in the footsteps of their brethren in the East.

Theatrical managers have had hard sledding during the present season as a result of the times. When house receipts drop from \$700 to \$150 or \$250 a night, it becomes almost impossible to keep companies on the road, especially when transportation is expensive, and it is not surprising that nearly 200 companies have so far been called in. This means idleness and a serious lack of means by an army of people, and it is a rule, that little is saved for a rainy day, so that in many instances it is likely to lead to actual hardships. To be out of work so far in advance of the summer period when they expect and are glad and prepared for a rest makes the situation doubly trying. Whatever prospect there may be for more prosperous conditions, it is not sufficient to give much promise for the show business next winter. Therefore, managers all over the country are working for the lower rate proposition. Until they know definitely what to expect their plans cannot be readily made.

Just how the railroads will treat the question it is impossible to say, at this time. Considering the firmness with which they have refused all applications for low rates in states having two-cent fare laws, there is little to encourage the theatrical man in those particular sections of the country.

The American Railway Association in a special meeting to consider the present great freight car surplus has passed resolutions to cut in half the charge of 50 cents a day rental on freight cars. This action was taken pending the appointment of a commission of five traffic experts to examine the cost of operation of freight cars throughout the country, upon which to base a new permanent rate. A letter ballot on the proposition will be sent out to the 228 railroads which are members of the association, the balloting to close Feb. 25. One hundred and sixty-five railroads, owning more than 1,600,000 freight cars, must vote for the 25-cent rate to make it effective.

Railroad men and shippers in Chicago have organized a "Together Club." Rate wars, switching and lighting charge, disagreements, terminal warehouse closing and the thousand and one troubles between the big shippers of Chicago and the railroads will become things of the past if the club succeeds in its purpose. Disputes ordinarily sent to the Interstate Commerce Commission for tedious trial and settlement will be settled over the coffee and cigars after a luncheon held once a week. At last week's meeting H. C. Barlow, of the Chicago Association of Commerce, spoke of the operation of the Railroads and Shippers, and said:

"The time has passed when the great railroad systems of our country can be regarded as private property. Whether we like it or not, we must agree they are not the master of our welfare, but the servants of the people. The shippers are as necessary to the railroads as the railroads are to the shippers. There must be co-operation.

"What is to be the basis of this co-operation? It cannot be of the sort illustrated by the lion and the lamb lying down together, but the lamb inside the lion.

"The railroads are a part of, not apart from, the people. The shippers do not want to regulate the railroads, all ways, but we do contend that when you railroad men meet among yourselves for the consideration of changes of importance to the shippers we should be allowed to take some part in the consideration. Then we should not have these ever-night changes such as the closing the freight warehouses half an hour earlier, and the radical change in the reciprocal switching rate which directly and almost immeasurably affects every business and industry in Chicago."

In the opinion of W. W. Dickinson, general agent of the New York Central lines of the Northwest, with headquarters in Spokane, the present year in his territory will be the most prosperous that it has had in 10 years, Mr. Dickinson says.

## This Tells How Female Ailments Are Best Treated and Cured

Ask any intelligent physician what causes nine-tenths of all female disease, even including anaemia, nervousness and consumption — Back me the answer—"Constipated Bowels."

There is scarcely a single female ailment that had not in its earlier stages symptoms of constipation. How much better off the system is without the poisonous accumulations caused by constipation. How much clearer the complexion, how much fresher one feels when the system is pure and clean. Think it over yourself. Isn't it agreed that a bowel regulator and liver stimulant like Dr. Hamilton's Pills is sure to do you good? Gay spirits, good looks and happy health have returned to many a sick woman through Dr. Hamilton's Pills.

Better get a few boxes today: purely vegetable, free from injurious ingredients, healthful and antiseptic. Dr. Hamilton's Pills will assist you in a thousand ways.

As delay is always dangerous, your plain duty is to follow the example of Mrs. F. Rowe, who sent the following letter from Gravesend, Port au Port, Newfoundland: "Four years ago I got kidney and bladder trouble, I thought it was female trouble and treated it accordingly. Even my doctor in St. Johns, said it was so.

"In reading about Dr. Hamilton's Pills I noticed symptoms like mine and I bought six boxes. These pills went right to work on my sick condition and helped me from the first. My supposed female trouble, which was bladder disease, was cured. My weight increased eight pounds and never before was I as well as today. Dr. Hamilton's Pills did it all."

All dealers sell Dr. Hamilton's Pills, 25c per box or five boxes for \$1.

It is alleged that on Jan. 6 the Express Company carried for Mrs. Will Brown, of Belton, Tex., a letter to a Cincinnati firm ordering twelve pairs of gloves for an express order for \$2.47 in payment. It is contended that the letter did not relate to the business of the company and the envelope did not bear a two-cent postage stamp as required by law. The penalty for an offense of this character is a fine of \$100.

Instead of waiting until the designated date, March 4, on which the nine-hour labor law for train crews is to become operative, the Baltimore and Ohio put it into effect on the system yesterday. Just what led to this has not been disclosed, but it handicaps the western lines that asked for an extension of time, which the interstate commission has not shown a disposition to favor.

Charles M. Hays, vice-president and general manager of the Grand Trunk, sailed for England on the St. Paul and will be absent a month or more.

As president, also, of the Grand Trunk Pacific, he will have much to do while in London in connection with the affairs of that company, especially the issue of \$4,000,000 4 per cent debentures for equipment purposes, which are to be guaranteed by the Grand Trunk.

In the discussion of summer tourist rates at the meeting of the Central Passenger Association in Chicago last week, E. A. Ford, passenger traffic manager of the Pennsylvania lines, is said to have declared the railroad should stop granting concessions so long as the public is hitting the railroads at every turn. He said that in Ohio there was a bill pending which would increase the taxes of the Pennsylvania in that state from \$1,000,000 to almost \$6,000,000.

As a result of the various laws, it was stated the Santa Fe had been obliged to cut out 63,000 passenger train miles a month into states, the Michigan Central 50,000 miles a month, the Pere Marquette 20,000 miles, the Grand Rapids and Indiana 20,000 miles, the Ann Arbor 10,000 miles and other systems correspondingly. The association therefore decided to refuse more than 100 applications for reduced rates for conventions and special occasions to be held during the present year.

So far as the Southeastern Passenger Association itself is concerned, the appeal of the Southern Association of Theatrical Managers for reduced rates has fallen on deaf ears.

The reason assigned is that no further concessions can be made by the southern roads, as they are already put on sale an interchangeable mileage book good for 2,000 miles, at two cents a mile. It is further explained that party rates cannot be granted without violating the law under rulings of the interstate commission, which has declared them illegal unless granted to the general public. The theatrical men would be entirely satisfied that this should be done, but the railroads are unwilling. It is noted that individual roads in the southeastern association may make rate concessions independently.

The big 10-wheel engines of the Pacific type now used by the Big Four in passenger service are making remarkable records in handling their fast express trains. Between Indianapolis and Chicago, the trains handled by these engines usually turned over to the Illinois Central for Chicago on time.

On the Bee Line division of the Big Four, where all the through trains are hauled with this type of engine, the eastbound trains make time, but going west the Lake Shore frequently turns them over to the Big Four late at Cleveland. In this case the engines west of Cleveland often make up an hour or an hour and a half time on their regular schedule, which is a fast one.

Western roads involved themselves in a peek of trouble by undertaking to classify dogs as excess baggage, and carry them at a minimum weight of 50 pounds for each dog. One by one they are going back the old practice of carrying the animals free in baggage cars, if accompanied by their owners, though this does not mean that owners are required to also ride in the same car.

## MILITIA CHANGES

Promotions, Appointments and Retirements Throughout Western Ontario.

Ottawa, Feb. 22.—The following appointments are promulgated in this week's Gazette:

Military District No. 1.—The tenure of appointment of Brevet Col. J. Peters is extended to complete a period of five years from April 1, 1906. Military District No. 8.—Brevet Col. G. R. White, to September 1, 1909. Military District No. 11.—Brevet Col. J. G. Holmes, to September 1, 1909. Military District No. 12.—Brevet Col. F. S. Moore, to September 1, 1909. Nineteenth St. Catharines Regiment—Provisional Lieut. (superannuated) W. J. Gardner is absorbed into the establishment, vice Lieut. A. W. McLellan, who is permitted to resign his commission, January 15, 1908. To be provisional lieutenant (superannuated) George Perry Ecclesstone, gentleman, January 15, 1908.

Twenty-Sixth Regiment, Middlesex Light Infantry—Lieut. A. J. Mackay is retired, having left limits, January 28, 1908.

Twenty-Ninth Waterloo Regiment.—Chaplain and Honorary Capt. Rev. J. Ridley is granted the honorary rank of major, in accordance with the provisions of paragraph 22, King's Regulations and Orders for the Militia, 1904, December 3, 1907. The name of James John Fairbairn, as is now described and not as stated in General Order 131, July, 1907.

Thirty-Second Bruce Regiment.—The name of Joseph Lionel Tranter is as now described and not as stated in General Order 162, October, 1907.

When the Rochester barge Ryan was off Woolwich the wife of the skipper gave birth to triplets—two boys and a girl.

It's easy to be a philosopher if you have a good income.

## ABSOLUTE SECURITY.

### Genuine Carter's Little Liver Pills.

Must Bear Signature of *Brent Wood*

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Very small and as easy to take as sugar.

**CARTER'S LITTLE LIVER PILLS.** FOR HEADACHE. FOR DIZZINESS. FOR RHEUMATISM. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION. *Genuine Vegetable Preparation.* **DO NOT TAKE HEADACHE.**

## TRAVELERS' GUIDE

GRAND TRUNK RAILWAY. SARNIA TUNNEL TO SUSQUEHONNA BRIDGE AND TORONTO.

Arrive from the east—\*3:50 a.m., 10:56 a.m., \*11:12 a.m., \*11:23 a.m., \*6:25 p.m., \*7:48 p.m., 10 p.m. Arrive from the west—\*12:09 a.m., \*3:15 a.m., \*11:13 a.m., 1:10 p.m., \*4:19 p.m., \*6:25 p.m. Depart for the east—\*12:14 a.m., \*3:20 a.m., 7:30 a.m., 9 a.m., \*11:23 a.m., 2:05 p.m., \*4:25 p.m., \*6:53 p.m. (Eastern Flyer). The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations. Depart for the west—\*2:55 a.m., 7:40 a.m., \*11:18 a.m., \*11:35 a.m., 1:40 p.m., \*8:05 p.m. The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR. Arrive—10:40 a.m., \*4 p.m., \*6:50 p.m. (Eastern Flyer), 11 p.m. Depart—6:35 a.m., \*11:27 a.m., 2:30 p.m., \*7:55 p.m. (International Limited).

STRATFORD BRANCH. Arrive—\*3:15 a.m., 11:15 a.m., 1:30 p.m., 6:35 p.m., 11:10 p.m. Depart—6:10 a.m., 11 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE. Arrive—10 a.m., 6:10 p.m. Depart—8:30 a.m., 4:50 p.m. Trains marked thus \* run daily. Those not so marked run daily except Sunday. \*\*From Chatham only. \*\*\*Runs only to Chatham.

CANADIAN PACIFIC RAILWAY. Arrive—From the east \*11:30 a.m., 8 p.m., \*11 p.m. From the west—\*4:30 a.m., \*8:20 a.m., \*5:20 p.m., \*8:25 p.m., \*11:40 a.m., \*4:40 a.m., \*5:28 p.m. For the west—\*11:35 a.m., \*\*8:10 p.m., \*11:10 p.m. Trains marked thus \* run daily. Those not so marked run daily except Sunday. \*\*From Chatham only. \*\*\*Runs only to Chatham.

MICHIGAN CENTRAL RAILWAY. Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 8:50 p.m. Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., \*10:25 p.m. \*Runs through to Waterford.

## ALLAN LINE

WINTER SAILINGS TURBINE STEAMERS.

Sailings to Liverpool From St. John, Halifax, Corcoran, Fri., Feb. 24, Sat. Feb. 25, Grandman, Sat., Mar. 1, Tunisian, Sat., Mar. 12, Tunisian, Sat., Mar. 12.

SAILINGS TO GLASGOW. From Portland, Boston, Mongolian, Thurs., Mar. 5, Corinthian, Thurs., Mar. 12.

For rates of passage, sailing lists, etc., apply E. DE LA HOOKE, G. T. R. W. FULTON, C. P. R. or E. B. CLARKE, 410 Richmond street.

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7975 Upper Ten and Lower Five . . . . . Favour & Meeker  
7976 "Moolbarri" . . . . . James Brockman  
7977 The Teddy Bears' Picnic . . . . . Edison Symphony Orchestra  
7978 When You Love Her and She Loves You . . . . . Byron G. Harlan  
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7980 I'm Afraid to Come Home in the Dark . . . . . Billy Murray  
7981 The Marriage of Figaro Overture . . . . . Edison Concert Band  
7982 The Heart You Lost in Maryland You'll Find in Tennessee . . . . . Frederic Rose

7983 To the Work . . . . . Edison Mixed Quartette  
7984 Nothin' Ever Worries Me . . . . . Arthur Collins  
7985 "Smile, Smile, Smile" and "Kiss, Kiss, Kiss" . . . . . (Belita Solo) Albert Benzel  
7986 Bygone Days . . . . . Harry Anthony  
7987 Muggsy's Dream . . . . . Ada Jones & Len Spencer  
7988 I Marched Around Again . . . . . Edward Meeker  
7989 The Merry Widow Selection . . . . . Edison Symphony Orchestra  
7990 Flanagan's St. Patrick's Day . . . . . Steve Porter  
7991 The Sword of Bunker Hill . . . . . Edison Male Quartette  
7992 She Forgot to Bring Him Back . . . . . Ada Jones  
7993 Down the Field March . . . . . Edison Military Band

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B. 62 Rondo vom Goldenen Korb, ("Song of the Golden Calf"), "Faust" Gounod, Sing in German . . . . . By ROBERT ELIAS, BASS  
B. 63 Una furtiva lagrima, ("In Her Dark Eye There Stood the Furtive Tear"), "L'Elisir d'Amore", Donizetti, Sing in Italian . . . . . By FLORENCE CONSTANTINO, LEVON  
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At a wedding on Southend-on-Sea recently the party on leaving the church passed under an arch of fish tng rods.