

RAILWAY CO. RATES IN RISES

Board Judgment - Chief McLean Statement.

The general increase in rates... judgment handed... decline to take any special...

RICAL STRIKE ALL LOOMING UP

Drury Will Meet representatives, Following Conference's Failure.

yesterday between union company and government... to secure redress from...

MEDDLE RISH QUESTION

Sept. 9.—A definite present the Irish cause... of nations in event of his...

ERS PGST MEETING.

ost, G.A.U.V. will meet in... the obtaining of new quar...

THE UTO

Angle. ating portation Building.

AR r Canada TORONTO, ONT.

Men's New Spats for Fall

HAVE just arrived, in grey, fawn and brown, and in sizes to fit all shoes.

The Foot Specialist

IS READY at all times to give advice on all foot troubles.

—Second Floor, Queen St., Main Store

All-Wool Sweaters

Are Priced at \$14.50



THEY'RE big, comfortable, fancy stitched garments, with high sport collar, with frogs to fasten closely around neck;

For Men and Youths

Are V-shaped Neck, Pullover Sweaters of all wool in cardigan stitch and with trimmed collar, cuffs and skirt.

At \$10.50

Is an All-wool, V-shaped Neck Pullover, with a shawl collar which will button closely around the neck;

—Main Floor, Queen St., Main Store.

EATON'S DAILY STORE NEWS

WHEN YOU CHOOSE YOUR UNDERWEAR

Choose "Wolsey"

AND you will have little need to regret your choice, for you will have chosen underwear famed for fit and quality and wearing ability.

Of course it's all wool, and, as you perhaps know from experience, all-wool underwear is a bad heat conductor, consequently it is cool in summer and warm in winter.

Another feature about "Wolsey" underwear is the range of choice offered to the different types of men; tall men, stout men or slender men, having the opportunity to choose from garments that have been properly proportioned and made for their particular type.

At \$5.50 For Men of Regular Build

Are "Wolsey" Brand Shirts and Drawers of Shetland wool. Shirts have double breasts and, ribbed cuffs.

At \$14.50 For Stout Men

Are All-wool "Wolsey" Combinations. Sizes 38 to 44.



At \$9.50 For Big Men

Are "Wolsey" Natural Wool Shirts and Drawers. Shirts are double-breasted. Sizes 38 to 50. Per garment, \$9.50.

At \$17.00 For Men of Regular Build

Are "Wolsey" All-wool Combinations, with French neck, closed crotch, ribbed cuffs and ankles. Sizes 34 to 46. Per suit, \$17.00.

Also at \$14.50

Are Slender Men's Underwear, of all-wool and with neat-fitting cuffs and ankles. Sizes 34 to 42.

—Men's Wear Annex, Main Floor.

New Hosiery For Fall

HAS been arriving almost daily of late, most of it from England, bringing the selection up to its best at this time.

And you are assured of its quality, for most every pair is of the "Multiplex" Brand—that means extra ply where extra wear comes.

At \$2.00

Are Men's Thread Silk Half-hose ("Multiplex" Brand), of heavy quality silk, without seams, extra cotton spliced at toes and heels; also double soles. Shades are black, white, navy, purple and dark brown. Sizes 10, 10 1/2 and 11. Pair, \$2.00.

At \$1.35

Are Men's Cashmere Half-hose of all-wool yarns, in black, white, navy, brown and grey; also black with embroidered fronts or sides. All have double soles and toes and fine ribbed cuffs. In sizes from 9 1/2 to 11 1/2. ("Multiplex" Brand.) Pair, \$1.35.

—Main Floor, Yonge St., Main Store.

Bath Robes

Are Priced at \$10.50 and \$13.50

THE ROBE at \$10.50 is of cotton blanket cloth, with turn-down collar and tie at neck, girdle at waist, two pockets, in neat design of brown, blue, white and grey. Sizes small, medium and large. Each, \$10.50.

The Robe at \$13.50 is of cotton blanket cloth, and has shawl collar, two pockets and girdle, and is in conventional designs of grey, white, blue or brown. Sizes small, medium or large. Each, \$13.50.

—Main Floor, Queen St., Main Store.

STORE HOURS:

8.30 a.m. to 5 p.m.

SATURDAYS

8.30 a.m. to 1 p.m.

Goods Bought Saturday Morning Delivered Monday

EATON CO LIMITED TORONTO CANADA



MINISTER OF RAILWAYS DEFENDS RATES BOOST

Intimation by Hon. Dr. Reid That Any Appeal to Cabinet Will Be Fruitless—Reviews Transportation Situation—Thinks National Railways Will Equal C.P.R. Management—Advocates Deepening St. Lawrence for Ocean Boats.

If the minister of railways, Hon. Dr. Reid, voices the views of the government on the question of increased freight and passenger rates, an appeal to the cabinet to disallow the increase authorized by the railway commission will be fruitless.

Addressing a large gathering at the Exhibition directors' luncheon yesterday, Dr. Reid said that so far as he was concerned the people who used the railways should pay the increased cost of operation.

People who heard the speech are giving Dr. Reid credit for considerable courage in launching his carefully worded defence of the railway rate boost, practically in the stronghold of the opposition. He sat at the dinner beside Mayor Church, who has declared that he will lead the opposition forces from Toronto to Ottawa.

Yesterday was transportation day at the fair and the chairs at the luncheon were filled with railway men from all parts of Canada. Mr. W. B. Hanna, chairman of the board of directors of the National Railways, was also present and was billed for a speech, but after hearing Dr. Reid he asked to be left because of the lateness of the hour.

In opening, the minister of railways expressed his thanks for the invitation to be present and tendered his congratulations on the growing success of the National Exhibition. He believed no country in the world was so well served by a show of this character as Canada by the Toronto Exhibition. He desired, he said, to review the transportation situation, but first he would like to speak of the great re- sources in Canada, the extent of which those who had not traveled over the Dominion could not fully realize.

Last year the mines of Canada had produced \$173,000,000, the forests \$146,000,000, the fisheries \$60,000,000, the farms, \$1,500,000,000, and the factories \$2,500,000,000. This gigantic trade could not be handled without adequate transportation facilities.

Dealing with the progress that had been made with railway construction in Canada, the minister pointed out that the first road built in Canada had

been constructed between St. John and La Prairie, 16 miles, in 1836. By 1847 there were only 54 miles, by 1860 2,000 miles, by 1870 2,617 miles; and the construction of the Intercolonial brought the mileage up to 7174 by 1880. The construction of the C.P.R. made the total 13,161 by 1890; the construction of the C.N.R., 17,657 miles by 1900. In the next decade, the G.T.P. was built, making the total 24,727 miles, and at present there were 36,615 miles of Canadian railways in Canada, and about three thousand miles of American-owned roads running thru Canada. Canadian railway branches in the United States made a grand total of 46,941 miles of railway owned and controlled by Canada.

Dr. Reid then referred to the consolidations of railway systems in the last couple of years, which, he said, had resulted in bringing practically all the railway mileage of the country under two managements, that of the C.P.R. and the National Railways, the C.P.R. with 19,752 miles and the National Railways with 22,444 miles. He believed that this arrangement would work out to the advantage of Canada. They were competing for business and

steamships to their system, and they now had 250,000 tons of shipping. "I have been trying to follow in the footsteps of the C.P.R.," continued the speaker, "and if we do, we will succeed with the national railways."

The government, he continued, had trade and already controlled 62 ships with a tonnage of 380,000. The government had been for years subsidizing a steamship line between St. John and the West Indies, and now controlled 12 or 13 ships on that route. The result was that \$21,000,000 worth of Canadian produce had been shipped by these boats last year to the West Indies, and he believed Canada now had a permanent market there.

Building the Waterways. Besides the mentioned Canada had other transportation systems on the inland waterways. Starting with a 9-foot canal at Welland, improvements had been gradually made, and had it not been for the war, ocean boats would have by this time been running up the lakes to Port Arthur and Fort William. It had been decided by the government to provide locks to handle 800-foot boats with draft of 30 feet of water. Canada, he said, had already expended \$71,000,000 on waterways, but would have to spend much more. He was a strong advocate for the deepening of the St. Lawrence waterway for ocean boats. These improvements would cheapen transportation, and also provide 2,200,000 horsepower for fuel and power.

Improving Highways. With these developments by railways and on the lakes, he was glad to see that the highways were not being neglected. The federal and provincial governments were providing for 20,000 miles of improved highways, and to this work the federal government was contributing \$20,000,000.

Reverting again to the rate question, Dr. Reid said it was only fair that the railways should be permitted to pay an adequate return on investment. It was very discouraging for the chiefs of these systems to find deficits in spite of all their efforts. Because of the fact that the Canadian National was largely a colonization system, it had shown a deficit of \$47,000,000 last year. It would, said the minister, be almost a death blow to Canada, if the railways were not permitted to pay dividends and carry on their work. That was why he felt that increase of rates was necessary. The American government had repeatedly increased railway wages, and he felt that employees in this country were entitled to the equal wages for the same work. Increased cost of coal had also added to the burden of the railways. He was convinced that so long as the cost of operation kept going up, the people who used the railways should be asked to meet the increases. Times, he said, were abnormal, and with lower costs later, he believed the railway commission would authorize adjustments.

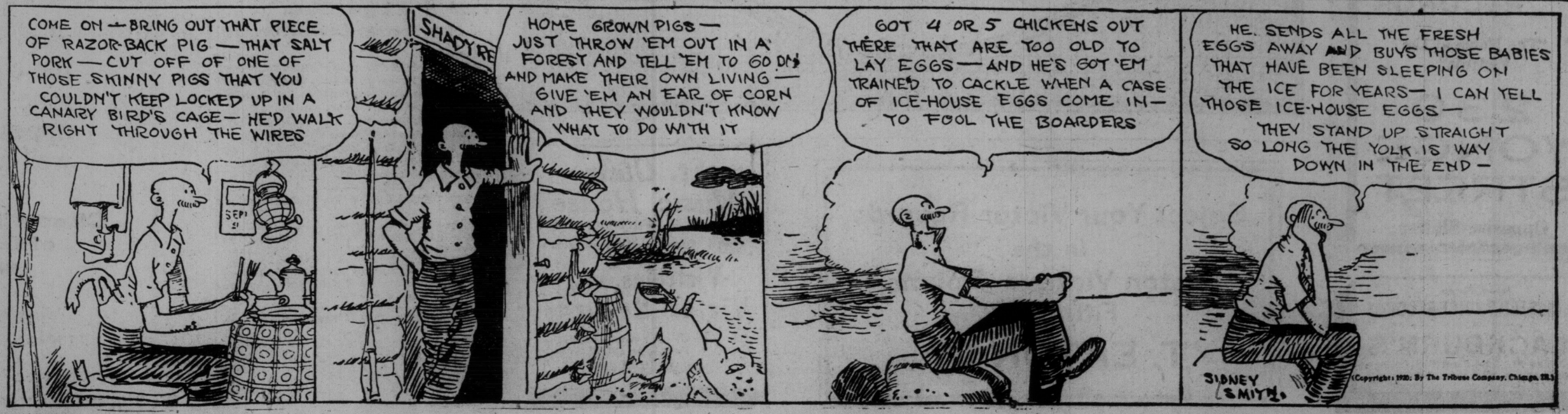
Canada's great future, the minister said in conclusion, justified optimism, and he asked the public not to be too hard on the railways. "If you can't boost, don't knock," he said, in conclusion.

ALLOW VETERANS TO HOLD PRIZE DRAWING

The Dominion directors of the G.A.U.V. have secured permission from the board of control to hold a prize drawing in the near future. The drawing is being held to obtain money to supplement that raised by the tag day last week, the results of which were disappointing. Business men will donate the prizes. The money is to be applied to the maintenance and administration of the grievance department.

Working for the Public. There was room, he said, for both great systems, and need of every mile. These systems provided the means of transporting the products of Canada to both oceans, and with adequate shipping would put Canada in a position to carry produce to the best markets of the world. The C.P.R. had first seen the necessity of adding

THE GUMPS—PIGS IS FOOD AT SHADY REST



Shave, Bathe and Shampoo with one Soap.—Cuticura