

**FOUNDED 1890.**  
A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited.  
J. Maclean, Managing Director.  
WORLD BUILDING, TORONTO.  
NO. 40 WEST RICHMOND STREET.  
Telephone Calls:  
Main 5598—Private Exchange connecting all departments.  
Branch Office—40 South McNab Street, Hamilton.  
Telephone 1246.

The Circulation of THE TORONTO WORLD and SUNDAY WORLD is authenticated by the  
**A B C**  
Audit Bureau of Circulations

—\$3.00—  
In advance will pay for The Toronto World for one year, by mail to any address in Canada or Great Britain, delivered in Toronto or Hamilton by Newsdealers and Newsboys at five cents per copy.  
Postage extra to all foreign countries.

—\$2.00—  
In advance will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain, delivered in Toronto or Hamilton by Newsdealers and Newsboys at five cents per copy.  
Postage extra to all foreign countries.

**UNITED STATES.**  
Daily World \$4.00 per year; Daily World for one month \$1.00; Sunday World \$2.00 per month, including postage.  
It will prevent delay if letters containing "subscriptions for papers," "complaints," etc., are addressed to the Circulation Department.  
The World premises, a before 7 a.m. delivery in any part of the City of Toronto or Hamilton, by mail to any address in Canada or Great Britain, delivered in Toronto or Hamilton by Newsdealers and Newsboys at five cents per copy.  
In case of late or irregular delivery.

THURSDAY MORNING, JUNE 29.

# A Director of Recruiting

Mr. Arthur Hewitt seems to have hit the nail on the head when he suggested that in England they know what to do and have done it, and here we know what to do and have not done it. The recruiting conference at the city hall did not arrive at any conclusion because, perhaps, there was no means of taking such necessary executive steps as can alone be successful. Such forces as the country might rely upon do not rally to the support of any attempt to stimulate recruiting.

The Telegram, we are surprised to see, throws cold water upon the argument that United States citizens in times of national crisis show more enthusiasm than we do in Canada. There is no crisis in the United States at present in any degree comparable to that which faces the British Empire, but Canadians for some strange reason are not moved as the people of the United States were moved over the Spanish War of 1898, or even as we ourselves were moved over the Boer War. Good judges think that the censorship has much to do with the difference. The Telegram knows there is a difference, but instead of trying to remedy it, prefers to try to make petty political capital out of a mangled quotation from a recruiting article which it might have quoted in full if it had really desired to help the recruiting campaign. Playing to popular sentiment, which it gauges, as we have gauged it, as not really interested in recruiting, it takes the baser course.

No one is denying that Canada has done fairly well in comparison with some other colonies, but that is not the point at issue. Great Britain is in such extremity for men that she has had to have recourse to conscription, and the King and his ministers have appealed again and again for help to carry the war to a successful conclusion. The Italians are fighting with all their strength. The French are fighting with all their strength. The Russians are massing their great forces and finding it a heavy job. The Serbians and the Belgians are doing all they can. The Canadians are not doing all they can, nor anything like all they can. It may be unpleasant and disagreeable to Canadians to face the fact, but it ought to be faced. The government has closed up the office of a Canadian editor at the suit for saying that Canada had done enough, and that more men were needed they should be got in India. The Evening Telegram finds it popular to sneer at The World for publishing articles in support of recruiting.

We have already referred to Brigadier-General, Hon. James Macdonald's speeches in the senate on the question, and it may be well once more to recall the figures he quoted from advance returns of the census, now published and accessible. Gen. Macdonald is perhaps the best informed man on the subject in Canada, and he takes the total population of Canada, between the ages of 18 and 45, according to the last census, at 1,653,646. Of the British-born, numbering 285,858, there were enlisted 156,637, or 63 per cent; of the foreign-born less than eight per cent, and of the Canadian-born, out of 973,989, there were 73,935, or less than 8 per cent, of the total enlistments.

Speaking again on May 4 Gen. Macdonald submitted a table classifying the enlistments into Canadian-born, both French and English; United Kingdom, or British-born, and foreign-born; the table being made up to March 31. Since then the difficulty in recruiting in Toronto and the tremendous expense of maintaining incomplete battalions has been widely commented upon. Of 67,000 English Canadian-born, between 18 and 45, 85,000 enlisted, or about 13 per cent of the total. Of French Canadian-born 15,000 enlisted, including French battalions and all French names in other battalions, or about three per cent. Of the 307,000 British-born 180,000 enlisted, or 60 per cent of their total. The proportion of enlistments to the total enlistments is equal-

# CHIEF COUNSEL FELL IN COURT

Sergeant Sullivan, Sir Roger Casement's Leading Attorney, Collapsed.

## DEFENCE OVERRULED

No Witnesses Will Be Called Owing to Their Being in Germany.

LONDON, June 28.—A day filled with sensational incidents at the trial of Sir Roger Casement for treason was brought to a sudden and dramatic close late this afternoon when Sgt. Sullivan, Sir Roger's leading attorney, collapsed in the midst of an impassioned summing up.

Mr. Sullivan, who himself is an Irishman, was painting a picture of the wrongs which he declared were suffered by Ireland and maintaining that the prisoner had committed no treason when he attempted to raise an Irish brigade in Germany for the purpose of protecting the rights of the people of Ireland against "unlawful tyranny."

It was during one of his most heated outbursts that the speaker suddenly collapsed, swayed heavily against the bench, and then collapsed into a seat.

Just previously, the chief justice had cautioned the attorney that he must keep to the evidence in his argument, the justice adding that he had, with difficulty, restrained himself from interrupting the speaker at several points in his speech. Mr. Sullivan apologized and proceeded, but the strain under which he was laboring proved too much for him.

**Main Defence Collapses.**  
Early in the day the chief justice overruled the motion of the defence to question the evidence on the ground that the statute under which it was drawn did not provide for the trial of a man who committed treason outside the realm. The effort to establish this was admittedly the prisoner's main defence. It was announced that no witnesses would be produced in his behalf, mainly because such witnesses must be secured in Germany, and this was not permitted.

With the failure of this move, Sir Roger himself was called upon to make a statement to the jury. The statement, which was not given under oath and consequently permitted of no cross-examination, was a flat denial that he had worked in the interests of Germany or that he had accepted German gold as a bribe.

**Never Sold Out to Pae.**  
"I have never sold myself to any man or any government, and I never allowed any government to use me," he declared in a voice vibrating with emotion. He indicated that he had declared to do with the Sinn Féin rebellion and asserted that the Sinn Féin was not inspired or directed from Germany. In conclusion, he declared that he was not a traitor, and that he was a man of honor and integrity.

# FOUR MORE VESSELS ARE REPORTED LOST

Dutch, Italian and Japanese Ships Are the Latest Victims.

LONDON, June 28.—Four vessels were announced as having been lost. They were the Japanese steamship Daiyetsu Maru and the Italian steamship Clara and the Italian ship Aventuro, which were sunk by hostile warships, and the Dutch steamship Waulstroot, which was foundered. The crew of the Dutch vessel was landed.

The steamship Daiyetsu Maru was sunk by a submarine off Barcelona, according to a dispatch from Madrid. Forty-one members of her crew were killed. The Italian steamship Clara was of 3854 tons net. On her last eastern voyage across the Atlantic she left Norfolk May 27 bound for Porto Ferrajo, Italy, where she arrived June 17.

# FRESH CREDITS NOW REQUIRED

Finance Minister Was in Conference With Leading Bankers Yesterday.

## MORE ORDERS COMING

Great Expansion of Export Business is Expected to Follow War.

(Continued from Page One)

Canada being finally prepared for a greatly increased export business with Russia and the other allies after the war, and it is understood that attention will be given to the question of establishing, if thought necessary, a financial agency or agencies for the purpose of advising upon and dealing with Russian and other foreign trade.

**Policy of Preparedness.**  
At present it is felt that no more can be done than to mature and prepare the report that the credit will be given to the question of establishing, if thought necessary, a financial agency or agencies for the purpose of advising upon and dealing with Russian and other foreign trade.

# WILL SELL LIQUOR IN DEFIANCE OF THE LAW

New Phase of Prohibiting Legislation Confronts License Board.

"You can drive a coach and four thru any act that was ever framed," it has been stated with authority. It is apparently the aim of some to drive at least a buggy thru the Ontario Temperance Act.

One shop licensee, it is stated, has advised his customers that after Sept. 16 he will continue to receive orders for shipment from Montreal. He might do so as the agent, not of the distiller but of the buyer, acting for him in a purely disinterested way, it would be understood. Of course, he would continue business on his old stand, selling ginger ale and that sort of thing. The question may give the license board some cause for thought.

A number of similar suggestions have been put forward by gentlemen skirting round the prohibitory clauses of the act. On the other hand, there is this difficulty which will give the skaters the greatest trouble. The act will not go into effect until September. Between that time and the beginning of the next session of the legislature the greatest trouble will be the fact that the act will have had time to be tried out before they can be dealt with by the heavy hand of the legislature in a new enactment, mending the breaches in the old one.

# ANNULS INJUNCTION GIVEN BAKERY FIRM

Justice Lennox Says Agreement With Employee Unfair and Prejudicial.

## APPEAL IS DISMISSED

T. A. Brown Must Abide by Award of Ottawa Arbitrator.

In the appellate division at Osgoode Hall yesterday the appeal of T. A. Brown from the award of the official arbitrator of the city of Ottawa, was dismissed without costs. For the second time the city of Ottawa has taken from appellant a strip of land along Rosemount avenue, Ottawa, for the purpose of widening that highway. In the first case the parties agreed upon the price to be paid for the strip, namely, \$5896.25. Land lying next to the appellant's property was in the market at a fixed price and, taking into consideration the price asked for this property, the court was of the opinion that the amount awarded was right. The court also decided that full value was allowed for an old building which was on the property which appellant decided to sell rather than move it.

**Set Aside Injunction.**  
Mr. Justice Lennox has set aside the injunction granted the Geo. West Ltd. bakery, restraining Jas. Baird, a former driver, from selling in the district for another firm in which he had been employed. Baird, when employed by the Weston Company, signed a contract agreeing not to work for any other person in a similar line of business for at least a year after leaving the employ of the firm. Justice Lennox, in returning judgment, said that it was not enough to say that the defendant can seek employment elsewhere. Baird has a right to live and labor and the plaintiff has a right to the gain resulting from his industry and legitimate competition. The agreement was unfair and prejudicial to the public.

**Mrs. G. Hargrave.** In a writ issued at Osgoode Hall against her husband, Henry Griffith Hargrave, a Toronto physician, claims \$40 a week as permanent alimony and \$40 a week as interim alimony until the trial of the action.

In the appeal against the award in reference to the land appropriated for a site for the septic tank plant from the Slater estate, judgment has been allowed the city of Ottawa. Chief Justice Meredith refers the whole value of the land back to the arbitrator, to be reconsidered on proper principles.

# CANADA'S WHEAT CROP WILL BE SMALLER

Last Year's Enormous Yield Cannot Be Expected—Acreage Smaller.

There has been much speculation in the principal centres of the world to know just how much wheat Canada has at the present time, how much will be available at the end of the season, and how much should come out of the new crop. This is considered quite a factor in the markets of the world and on this account. The Financial News Bureau has obtained the most complete information available in order to present a statement which would be as nearly accurate as it is possible to get it. According to the best information obtained from the Northwest Grain Dealers' Association, the total wheat crop last year in the three northwestern provinces was 345,000,000 bushels. In Canada, at the present time there are about 14,000,000 in storage at Port William, 25,000,000 at country elevators and about 25,000,000 in the hands of farmers yet to market, making a total of 64,000,000 bushels on hand at Port William and the west. Mr. J. W. Carruthers, head of the firm of J. W. Carruthers & Co., Ltd., asked how much of this would be available for export, said: "Of the total amount of 64,000,000 bushels, 35,000,000 will have to be taken for seed, feed and country mills, leaving a balance of about 29,000,000 bushels for export. We estimate that at least half of this 29,000,000 is already sold for export and will be shipped out of the country within the next thirty days, so that there are practically only about 14,000,000 to 15,000,000 bushels of Manitoba wheat for sale at the old crop, and judging from the demand there has been for Manitoba wheat during the past few weeks from the different foreign governments, it looks as if the entire surplus would be sold within the next thirty days. We figure there was 5,000,000 bushels of Manitoba wheat sold for export during the past week. This is easily accounted for because of the magnificent quality."

At the present time Winnipeg July wheat is selling at approximately 20¢ per bushel above Chicago July. As far as the new crop is concerned it is difficult to make any estimate at the present time as to what the crop will be, as it is all a question of weather in the next two months. Our own opinion is that it will be difficult to see how the crop of 1916 can be over 200,000,000 bushels of wheat for the reason that the acreage this year has been reduced about 15 per cent and the wheat has largely been sown on stubble. In addition one can hardly look for anything like the enormous yields we had last year, so that 200,000,000 bushels would be an average crop and if we can get this amount it is about all we can expect."

# LAVERGNE FOR CONSCRIPTION.

Nationalist Editor Credited With Sure Pleading Statement.

COATICKOOC, Que., June 28.—French-Canadians would submit to conscription if introduced into Canada, Colonel Laverne, editor of the Nationalist, argued before a bilingual meeting here last night. He himself would submit to conscription and go to the front if sent.

**MAY GO TO IRELAND.**  
Duke of Connaught Said to be Willing.

LONDON, June 28.—The Post's London correspondent, usually well informed, today says: "It is quite possible the Duke of Connaught may go to Ireland to represent the King in the home rule question. Firstly, it is the King's wish; secondly, the duke abhors a life of idleness; thirdly, he desires an appointment nearer home principle for the sake of the duchess, whose health, the improved, is by no means robust."

**Muskoka the Beautiful.**  
One of the most delightful places in the Highlands of Ontario for the summer holiday. Easy of access by Grand Trunk Railway. Ask for Muskoka folder, telling you about it.

**GETS IMPERIAL COMMISSION.**  
Pte. J. H. Perry of Toronto Earns Promotion.

Canadian Associated Press Cable. LONDON, June 28.—Pte. J. H. Perry, formerly of the Queen's Own Rifles, has received a commission in the Hampshire after serving at the front since September. He is a grandson of Commodore Perry and a brother is also an officer in the Hampshire.

# Controller Cameron's Tribute

In the last report of General Haig, reviewing the operations at the front since December 19 last, Sir Douglas states: "As part of the medical service, the Canadian Army Medical Corps has displayed marked efficiency and devotion to duty." A large number of officers and men are included in this eulogy, but it is generally agreed that no man has contributed more to the health and well being of the troops at the front, not only Canadian, but British also, than Lieut. Col. Nasmith of the Toronto Department of Health. He has saved more lives by his sanitation measures than any other agency. In insurance alone he may be estimated that he has saved the city hundreds of thousands. Controller Cameron, having read Sir Douglas Haig's report, proposed as a proper reward that Col. Nasmith's salary be reduced.

# A Promising Appointment

There is no reason why the Duke of Devonshire should not be a great success as governor-general of Canada. The duties are not necessarily heavy, and in fact the lighter the occupant of the office makes them the better the government of the day usually likes it. The present duke is a nephew of the late duke, who was better known as the Marquis of Hartington. He had no children and his brother, Lord Edward Cavendish, son, Victor, succeeded to the title and huge estates. The present duke was born in 1840 and married a daughter of the Marquis of Lansdowne. She knows Rideau Hall of old, having lived there during her father's regime. The Cavendishes are credited with brains, but with a disinclination to exert them. When the late duke "got busy" he was a notable force in British politics, but in later years he failed to maintain his reputation. It is not pretended that the present duke has distinguished himself, but he is a gentleman of good taste and good judgment, and he has been highly successful in the administration of his own affairs, which equal those of many principalities in importance, and there is no reason, with his democratic tendencies and the discretion which high rank usually develops, that he should not make a record in his new office.

# BAR-ROOM DOORS WORRY LICENSE COMMISSIONERS

John Meagher, Accused of Illicit Selling of Liquor on Sunday, Up Before Board.

Doors leading into the bar-room of John Meagher's Royal Canadian hotel, George and Front streets, occupied the attention of the license board for over an hour yesterday afternoon. Meagher paraded about the room assisting his inebriated description of the doors' location. An inspector gestured largely, "The door is not there," and Meagher replied laughingly: "Good gracious! Do you think we're made of money? We must keep something to run our own business."

**HERO OF THREE BATTLES HOME ON SICK LEAVE.**  
Lieut. Coulter, Fifteen Months in Trenches, Suffering From Nervous Strain.

Lieut. A. W. Coulter, whose parents, Mr. and Mrs. John Coulter, live at 84 Marguerite street, is home from the front on two months' sick leave. He has been fifteen months in the trenches, going overseas with the first division machine gun company. During that time he fought in the battles of Ypres, Festubert and Givenchy. He is not wounded, but is suffering from nervous strain.

Many of the houses on Marguerite street were sadly decorated with flags and bunting in honor of the young soldier's return. Speaking of his well-being, he said that he and other returned boys preferred to come back without any publicity. The very peace and quietness of the city was strange to him and almost wearying.

**GRAND TRUNK RAILWAY SYSTEM—SPECIAL TRAINS DOMINION DAY.**  
In order to relieve congestion and prevent overcrowding on regular trains, the Grand Trunk Railway will run special trains from Toronto as follows:

On June 30th—Leave Toronto at 4:40 p.m. for Brantford, Paris, Woodstock, Ingersoll, London, Guelph, Chatham, Windsor and Detroit, also Komoka, Strathroy, Watford, Wyoming, Sarnia, London. Through coaches, Detroit, Cafe parlor car to London.

Leave Toronto 1:30 p.m. for Whitby, Oshawa, Bowmanville, Port Hope, Cobourg and intermediate stations.

On July 1st—Leave Toronto 7:30 a.m. for Barrie, Orillia, Muskoka Wharf, connecting with Muskoka Wharf with special boat for Winemere. Single fare rate good going and returning July 1st. Fare and one-third good going July 30th and July 1st, valid to return until July 3rd.

Extra coaches will be added to all regular trains during the period reduced rates are in effect.

Full information, tickets, etc., at Grand Trunk city ticket office, northwest corner King and Yonge streets, Union Station and Sunnyside. ed

# REFERRED ENTIRELY TO CAMP AT PETAWAWA

Controller Cameron Explains His Remarks on Food of Batteries.

The following letter was received by Lieut. Donald Deeks in reply to a request he made, in Mr. Balfour's name, for the return of this man "that does not belong in camp at Petawawa."

"Dear Mr. Balfour, I am in receipt of your favor of the 23rd inst. regarding my being sent to Petawawa. I have been made by Controller Cameron to the effect that the men of the 70th Battery were not to be sent to Petawawa. I am quite aware that the 70th Battery is not in camp, and I could not possibly complain of their lack of food. I am sorry that I cannot do more for you, but I have helped to the very best of my ability any unit which has been recruited in the past few weeks. I have received information from an authentic source that the batteries at Petawawa were not receiving sufficient food. I mentioned it at the board of control."

"I am quite sure that I can do to assist you. I shall be only too happy to do so, as I am fully seized with the fact that we must continue our recruiting, and we must get more men, and I have great honor and respect for men who have done the kind, and who are working so hard to get recruits; but, having got them, you will agree with me that the boys must at least be fed properly."

Yours very sincerely,  
R. H. Cameron, Controller."

# Through Sleeping Cars to Algonquin Park for Fishermen

To accommodate fishermen and other visitors to Algonquin Park, the Grand Trunk Railway System are running a through sleeping car from Toronto to Algonquin Park, leaving Toronto 8:30 p.m. Fridays, arriving Algonquin Park 10:23 a.m., Mondays, 11:45 a.m. Saturdays. Return to Toronto 8:30 p.m. Fridays, leaving Algonquin Park 4:25 p.m., Algonquin Park, 5:55 p.m. Wednesdays, arriving Toronto 10:23 a.m. Thursdays.

The Highland Inn is now open to receive guests, and low round-trip fares are in effect.

For ticket sleeping car reservations and further information, call at city ticket office, northwest corner King and Yonge streets, Toronto.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway. The lift is being made by the Grand Trunk Railway, and is being made by the Grand Trunk Railway.

# Orangeville Lift

Orangeville and its surroundings are now being lifted by the Grand Trunk Railway. The lift