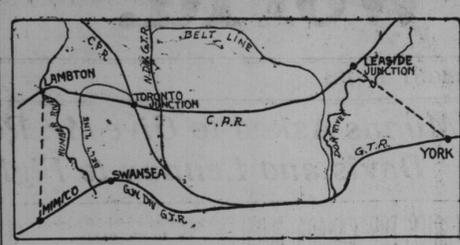


DIVERTING RAILWAY TRAFFIC NORTHWARD.



The accompanying map shows Engineer Jennings' scheme for diverting this railway traffic to the north of the city. Mr. Jennings' proposal, as outlined in his special report, is as follows: "If the Grand Trunk Railway continues over Scarborough Heights, its tracks along the city front and on to York can be relieved of this freight train by the construction of a short link from York Station, westward to junction with the Canadian Pacific Railway at or near Leaside, thence, by trackage westward to Toronto Junction, (thus reaching the main and Northern lines), and further, by continuing to the Union Station, Leaside, and by a short branch, connect

with their Southern Division near Mimico. Such a route, by the rear of the city, will not only relieve the Esplanade tracks and considerably reduce the cost of train operation between Toronto and Scarborough. The utilization of its belt line would enable the Grand Trunk to carry out its scheme for a comparatively small outlay. To build from Lambton to Mimico would mean the construction of an expensive bridge over the Hamber.

The total cost of connecting York with Leaside Junction and Toronto Junction, with the Hamilton line at Swansea, Mr. Jennings would not be great, and the saving of time and money by the elimination of two stiff grades would, Engineer Jennings claims, make the scheme a profitable one for the Grand Trunk Railway.

notwithstanding this, Mr. Davis criticised him at Sifton to help conduct this campaign. Mr. Lennox read the correspondence which had been received in the letters (which were produced) Jackson Elliott voted for Davis. Mr. Davis' explanation was to the effect that as Commissioner of Crown Lands he had frequent applications for positions, and was his duty to treat all men courteously.

An interruption. Robert Matthews created some little excitement by arising in the audience and contradicting Mr. Lennox when he said that he had made no pre-election promises to see situations for his friends, if the Conservative party was returned to office.

"What did I promise?" queried Mr. Lennox. "I promised to see situations for my friends," Mr. Matthews replied.

"You said I had any law business that you would do for me," answered Mr. Matthews. "So I would," retorted Mr. Lennox, "and be most happy to do it, but you would pay for it for me." Then the interrogator subsided.

An uncomfortable situation. The question whether that \$300 paid by Mr. Davis to Mr. Lennox was in "excess of costs," meaning Mr. Davis' costs, led Mr. Lennox into rather an uncomfortable situation. A special train, that morning, asking him if he would consent to explain his interpretation of the agreement entered into by Lennox and Davis, which was made on the 10th of January, he had replied that he would be most happy to do so. Mr. Lennox was so pleased with the result of the agreement that he had signed it, and Mr. Davis' secretary had taken it to Mr. Davis' residence, and Mr. Davis had signed it.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

THE GENERAL TRUNK RAILWAY CORPORATION

Notice is hereby given that the Annual General Meeting of the Shareholders of the General Trunk Railway Corporation will be held at the corner of Yonge and Colborne streets, in the City of Toronto, on

Wednesday, the 25th February, Instant,

at 12 o'clock noon, to receive and consider the Annual Report and Financial Statement of the Corporation for the year ended 31st December, 1902, and to elect Directors for the ensuing year, as well as for the transaction of other business as may be brought before the Shareholders.

By order of the Board of Directors. J. W. LAIRD, Managing Director. Toronto, Feb. 13, 1903.

only L. E. Dunlop of Westford, Vt., suffering from a backache, and David L. Carver, Bangor, Me., right hand and foot cut. Others taken there, but who do not stay, were: H. T. Lindsey, Forest Lake, Wis., cut in head and injury to ear.

Archibald Mains, 325 West Adelaide-street, head cut. Brought in Later. At 5 o'clock a number of others were brought to the hospital. They were: Joseph H. Langille, Waltham, Mass., injuries to chest; Mrs. Langille, broken thigh; Ethel N. Fraser, daughter of Mrs. Langille, slightly injured.

Among the passengers were several delegates who had been attending the Temperance Convention at Cobourg. Among these were Rev. C. W. Watch, Shelburne, who had his shoulder hurt; S. Dege of Collingwood, who sustained a nervous shock; Mrs. Watt, Clinton; Mr. A. M. Featherstone, Toronto; James Hester, Toronto, and many others. Several were taken to hospital, and some were seriously injured.

Four persons were taken to the Walker House last night. They were: A. E. Sleeper and Mrs. Sleeper of Lexington, Ill. Mr. Sleeper has severe injuries to his head, and Mrs. Sleeper also had cut under the arm. He had to have a nurse from the hospital to attend to him.

Simon C. Fogg and wife, resting after the excitement of the accident. Mrs. Fogg is suffering from a severe cold, and Mrs. Fogg is suffering from a severe cold, and Mrs. Fogg is suffering from a severe cold.

Charles Stuart, the conductor of the ill-fated train, was taken to the hospital last night, and the representative of the World called on him at his residence. He was a heroic endovour on the part of Mr. Stuart to convince the passengers that the accident was not his fault, and that the train was not his fault.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

When word of the accident reached the G.T.R. officials in Toronto, steps were immediately taken to get the train out of the wrecked condition. A special train, with a number of doctors, was hastily despatched to the scene of the disaster, and arrangements completed as quickly as possible for the removal of the injured.

ASK YOUR FRIENDS

What they think of the "Lord Tennyson" CIGAR-10c S. Davis & Sons, Makers

from our warehouses and pay a small deposit down and we will deliver the Piano in your home, with a Stool and Handsome Drapes. Understand

WHILE YOU HAVE THE PIANO YOU ARE PAYING FOR IT, merely making a small deposit each month until the instrument is paid for.

The Weber Piano Co., 276 Yonge Street, Toronto

SHORT TALK WITH MR. MUNNS Took Assurance of Hon. Mr. Davis That Temperance Legislation Would Be Supported.

WAS TURNED DOWN ALL ROUND Hocked in Cradle of Reform. But It is Not Popular With Him Now.

A large number of unpleasant recollections have been forced upon what Mr. Munns, who aspired to be an independent temperance candidate in North York, had to do to get his name on the list.

After a short talk with Mr. Munns on the subject of the temperance party, it was ascertained that the impression was that the riding of North York must be rather a nasty place to visit when by-election is on.

At anything that was not done by Mr. Munns at Aurora and Newmarket is hardly worth mentioning, but the cruel thing was the manner in which he was turned down by the temperance party.

Why He Was a Candidate. Mr. Munns, in reviewing the reasons of his being a candidate, pointed out that he had for years been a prominent temperance man in the riding of North York.

Only a Donkey. "The temperance people of North York," said Mr. Munns, "without any kindly feeling for me, have been so much disappointed in me that they have turned me down."

What caused all the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

What was the result? "I was turned down," said Mr. Munns, "and I was hocked in the cradle of reform."

Why was it not popular with him now? "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

What was the cause of the trouble? "I was asked to be a candidate for the riding of North York," said Mr. Munns, "and I accepted the nomination."

PROPERTIES FOR SALE

CENTRAL RESIDENCE-NEAR ST. CLAIR AND COLLEGE; brick; nice room; bath; furnace; open windows; nicely decorated; very complete; price under value. Charles E. Thorne, 126 Victoria-st.

WEST END-ADJOINING COLLEGE-NEW 6-room house; hot water heating; up-to-date plan; easy home; value. Charles E. Thorne, 126 Victoria-st.

EAST END-NORTH GERRARD-NEW 6-room house; hot water heating; up-to-date plan; easy home; value. Charles E. Thorne, 126 Victoria-st.

HELP WANTED. WANTED-EXPERIENCED RUBBER boot maker. The Gaita Rubber Manufacturing Company of Toronto, Limited. Apply at the Works, Parkdale.

SMART ROUTE CARRIER WANTED. Wanted in all parts of the city. Apply World.

MORNING PAPER ROUTE CARRIERS. Wanted in all parts of the city. Apply World.

WANTED-PISTOL CLASS CARRIERS. Wanted in all parts of the city. Apply World.

LOST. LOST-AN 8-MONTHS OLD COLLAR dog, answering to the name of Bessie. Lost in the vicinity of York-st. and Spadina. Reward. Charles E. Thorne, 126 Victoria-st.

LOST. LOST-BETWEEN BEDFORD HOTEL and Home, on Yonge-st., a parcel containing one gold and some small change. German money. If returned to the owner, \$10 reward. Bedford Hotel, Bedford Park, E. Toronto.

BUSINESS CARDS. CANADA'S COMING CONSTITUTION. T. Levy Armstrong, pupil of John W. Macdonald, 100 St. George-st. West. Address: Rossin House.

CONCRETE EXCAVATOR - SOLID contractors for clearing, Myself, 100 St. George-st. West. Address: Rossin House.

FIFTEEN HUNDRED PRINTED. Fifteen hundred printed cards, stationery, billheads, etc. or envelopes. \$1. Barnard, 7 Queen-st. West.

SITUATIONS WANTED. WANTED-POSITION OF TRUST BY a young man fifteen years, experienced in general office work. References given. Moderate salary. Apply 30 World.

RUBBER STAMPS. B. CAIRNS, TEN KING WEST, RUBBER STAMPS. Altonham, Ont. Plates, 5 cents.

TO RENT. TO RENT-BLACKISH SHIP. OLD ESTABLISHED business. Rent \$100 per month. Convenient to store and postoffice; to let on long or short terms. Apply, The Kerry, Colborne St., Toronto.

BUSINESS CHANGES. A CENTRE GARDEN-SEE IT ON EARTH. Bldg. at 14 Lombard-st. E. Toronto.

BUILDERS AND CONTRACTORS. A CARPENTER WANTED-POW. AN. A thing about the house or business premises. Telephone Entry.

MARRIAGE LICENSES. ALL WANTING MARRIAGE LICENSES. 625 West Queen; open evenings; 25c. nosse.

ARTICLES FOR SALE. A CENTRE GARDEN-SEE IT ON EARTH. Bldg. at 14 Lombard-st. E. Toronto.

PLANT AND DENT'S GLOVES. Lined or unlined. The Arundel, 1330-1332 Bloor-st. W. Toronto. Tel. 1000.

MONEY TO LOAN. ADVANCES ON HOUSEHOLD GOODS. A piano, organ, horse and wagon, and all other household goods. Weekly payments. All business confidential. 100 Queen-st. W. Toronto.

LOANS ON PERSONAL SECURITIES. Five per cent interest; no real estate. 31 Temple Building.

\$70.00 A PER CENT. CITY. \$70.00 per cent. City. Building, 100 Queen-st. W. Toronto.

MONEY LOANED SALARIED. Money loaned on salaries. 100 Queen-st. W. Toronto.

ACCOUNTANTS. F. O. O. MESSON, CHARTERED ACCOUNTANT, Auditor, Assessor. 802-822 Wellington-st. East, Toronto.

INSURANCE VALUATORS. J. L. LEHLY & CO. REAL ESTATE, Insurance Brokers and Valuers. 710 Queen-st. East, Toronto.

STORAGE. STORAGE FOR FURNITURE and other goods. 100 Queen-st. W. Toronto.

ART. J. W. L. FORSTER - PORTRAIT. 100 Queen-st. W. Toronto.

LEGAL CARDS. CROFTSWORTH & RICHARDSON, BARRISTERS, Solicitors, Notaries Public. 100 Queen-st. W. Toronto.

LENNOX, LENNOX & WOOD, BARRISTERS, Solicitors and Collectors. 100 Queen-st. W. Toronto.

FRANK W. MACLEAN, BARRISTER, Solicitor, Notary, etc. 34 Victoria-st. Toronto.

JAMES BAIRD, BARRISTER, SOLICITOR, Patent Attorney, etc. 34 Queen-st. W. Toronto.

WILLIAM NORRIS, BARRISTER, Solicitor, etc. Office 100 Queen-st. W. Toronto.

HOTELS. CLARENDON HOTEL and CAFE, W. York-st. West. Imported and do. Asst. liquors, and cigars. A Smith, proprietor.

"Hocked in the Cradle of Reform." "Hocked in the cradle of reform," said Mr. Munns, "and I was hocked in the cradle of reform."

"Why did you drop out?" "I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I had my nomination arranged for me," said Mr. Munns, "and I was hocked in the cradle of reform."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

"I was not popular with them then," said Mr. Munns, "and I am not popular with them now."

Fast Sellers - But Long Wearers

That's the story of our 10.00 Sack Tweed Suits. We say ten dollars, but you can pick up some just now that are worth 12.00 and 15.00. Just before stock-taking we get very liberal-take advantage of it now.

OAK HALL King St. E. J. Coombes, Manager.

MUNNS ASKED TO GIVE MR. ROSS A CHANCE

Continued From Page 1.

Present campaign is being carried on. Indeed the audience was not in the humor for listening to political speeches. These matters were explained to them a few months ago when the general elections came off. This being a by-election, resulting from the resignation of the Minister of Crown Lands, the question they wanted to hear about was his resignation, and the matters which led up to it.

Each Claims a Victory. The most surprising part of the contest to an outsider was that the candidate claims a victory in the present proceedings. Each charges the other with various irregularities and wrongdoings. Both allege that opposition has outsiders working up and down the side lines, and how they are doing and how they keep from freezing neither of them say. At Sifton Mr. Davis was challenged to name an outsider who was working for Mr. Lennox, and he had replied that he had seen James Cherry, a prominent Conservative, driving a stranger on the 9th concession of King. This stranger turns out to be Charles Stone, Aurora, at one time a Reformer, now a Conservative, who was born within a mile of Sifton.

Mr. Lennox also charged Mr. Davis with bringing in strangers, and said that in past campaigns local men had been brought in from the Liberal party, but now men like Marshall, Caruthers and Robb had been brought into the riding, and the prominent Liberals become secondary to them.

Mr. Davis said that to which Mr. Lennox replied that no objection could be taken to Mr. McFadden, a stranger who had been purely clerical work for Sir William. These men whom Mr. Davis brought in were charged \$200 by Mr. Marshall, yet not one dollar of this appeared in the financial statement of Mr. Davis, and he would like someone to ask where that money came from. Johnson is the m.g.w. who in the North York riding, and being liberal sign which resulted in the Liberal member being unseated. Tel.

THINK IT OVER. Meeting you can see in Any Restaurant or Cafe.

A physician puts the query: Have you noticed in any large restaurant at lunch or dinner time the large number of heavy, vigorous men at the tables, many of whom are over 40 years of age, many of them bald and all of them strong?

Perhaps the spectacle is so common as to have escaped your observation or attention. It is not. It is a sign of health, and health means something.

If you will notice what these heavy men are eating, you will see that they are