TUESDAY MORNING

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All Railway news stands and trains.

A LESSON FROM HAMILTON. The people who buy newspapers with consideration. One million and a quar-

ald is to be congratulated on its conversion, and the hope is expressed that dominant national movement.

it will stay good. But while it has for the time got

ethics. Dr. Crichton performed a public service in having the Ontario niedical council instructed in the elementary principles of quasi-criminal proceedings, and it is to be regretted that the divisional court, by refusin 00 to follow the ordinary rule that costs follow results, has lost an excellent opportunity of reading the council the much needed lesson that when it performs quasi-public duties it has also public and personal responsibilities.

TARIFF REFORM IN BRITAIN. Little is heard in Canada of the do ngs of the British Tariff Reform League, and, on that account, credence s readily given to reports that Mr. Chamberlain's movement is no longer a factor in the political affairs of the United Kingdom. How far this is from the truth is shown by the report read at the third annual meeting of the league, held in the early part of this month. Mr. Chamberlain's own message to his supporters stated that he was watching the situation carefully and looking forward with ever-increasing confidence to the future. His conviction was certainly borne out by the record of the work done by the organization, which, from any point of view, is remarkable, and anything but evidence of a decad-

ent cause. The executive committee stated that the league had continued to make steady progress, and that a great deal of strenuous work had been carried on. Considerable progress had been made in completing the network of organization, and during last year several thousands of meetings had been held, with large attendances, showing increasing public interest in the question. Speakers and workers all reported that generally they had a good hearing, but that the strong feeling of the electorate upon other topics prevented tariff reform from having fair and adequate

their coppers and expect their news- ter posters and leaflets had been dispapers to make a show of standing up tributed, and the trades union branch for public rights, must be shocked by the exhibition afforded them by the There, The Herald within the space The characteristic of the meeting was of a few days jumped from biting an- the note of hopefulness and buoyancy tagonism to the Beck power scheme which pervaded all the proceedings, and up to strong support of it. The Her- the confidence expressed that tariff reform would ultimately become the

PROFITS OF PUBLIC SERVICES. During the last few weeks an interclear of the Gibson influence, yet the mittent but interesting controversy has some cannot be said of its rivals, The been in progress between two of our Spectator and The Times. No one ever imagined that The Times could be any-thing but the graphophone recording its optimized that the proprior of the profits of the substantial part of the profits of the

in some quarters that it is of the es-

sence of municipal ownership and

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THE TORONTO WORLD

Fourteenth Article. The special despatch from Ottawa published in our Sunday issue, and which has reference to the criticisms passed on the board of railway commissioners in these articles, is calculated to place the board of railway of matters before the public in an entirely false light. We are quite prepared to justify every statement made in these any of our remarks, if they will be kind enough to specify what they are, we shall either prove that they are correct or gracefully withdraw them. In the despatch in question the statement is made that 28,000 tariffs have been filed with the board of railway commissioners and that it would take years to analyze them carefully. Yes: it will take ten thou-stat years at the present rate of progress, taking into consideration the fact that the board has now been in existence for three years and have not yet started work on them. not yet started work on them.

It is quite as practicable for the board of railway commissioners to analyze these tariffs as it is for the railway companies to prepare them for publication, provided they adopt the railway system of doing the work and have the necessary knowledge to enable them to handle

the tariffs intelligently. In order that the people of Canada may have a clear understanding of the situation we will explain the railway system of preparing tariffs. The Grand Trunk and Canadian Pacific Railways each have an official known as the traffic manager, and in all questions relating to tolls he is the absolute dictator. To assist him in his work he has two deputies, called assistant freight traffic manager and general freight agent, and these three man form what might be termed a board for the purpose of mapping out the general policy of the company in so far as the carriage of freight is concerned, fixing the rates for what are known as the basing points and laying out well defined lines on which the tariffs are to be issued. Instructions are given to the tariff bureau to prepare the points and laying out well defined lines on which the tariffs are to be issued. Instructions are given to the tariff bureau to prepare the schedules of rates on the lines laid down by the big "3" and the tariff bureau simply fill in the details showing the rates to each individual point, always having regard to the basing points given them to work from. The employes of the tariff bureau are not consulted as to what these

rates shall be; they are simply so many pleces of machinery required to fill in the details necessary to complete the tariffs. It is not necessary for the board of railway commissioners to min-utely dissect in all its details each tariff submitted to them; that can be utely dissect in all its details each tarin submitted to them; that can be left to their subordinates. It is, however, absolutely necessary that the board shall have a thoro and practical knowledge of the situation, so that they can intelligently consider the rates to basing points, decide whether or not they are on an equitable scale and then fay out well defined rules for the guidance of their assistants in checking over the rates to other points in precisely the same manner as they are prepared by the railways in the first place. There is nothing so alarming in work of this kind, and if the board of railway commissioners was composed of competent traffic men, the work would be done, and done quickly. As an illustration of how this would work out, let us take the lumber

tariff. The rate from Wiarton, Owen Sound, etc., to Toronto is 7 1-2 cents per hundred pounds, while to intermediate points it is much higher. It is not necessary for the board to prepare new tariffs for the railways on an equitable basis, but they can say to them, "You have voluntarily established this rate and we will accept it as a standard, but you must make your rates to intermediate points on a proportionate basis," and the railway companies would be compelled to prepare new tariffs on a satisfactory scale.

The same course could be taken with regard to the coal tariff and other tariffs, and in a short time we would have a system of tariffs on something like an equitable basis.

Discriminations of the kind we have brought before the board of railway commissioners are so plain that even a cursory glance at the tariffs should be sufficient to show that they are inequitable

The minister of railways assured the people of Canada that the first and paramount duty of the board of railway commissioners would be the regulation of railway rates, but the board take a different view of their duties and give the most of their time to the settlement of disputes between the railway companies themselves, or to the construction of sidings and other matters that may be of importance to individuals, but are not of general interest to the public. Is the Dominion government and the board of railway commissioners so very dense that they cannot see that IT IS THE POLICY OF THE CARRYING COMPANIES TO KEEP THE BOARD OF RAILWAY COMPANIES SO BUSY SETTLING DIFFICUL-TIES BETWEEN THEMSELVES THAT THERE WILL BE NO TIME TO SPARE FOR THE INVESTIGATION OF THE TARIFFS OF THE

FOR NEW TECHNIGAL SCHOL Block Was About to Be Cut Up-Finance Committee in Economical Humor.

JUSTIN TIME TO SAVE LAND

The necessity of resorting to an inunction to keep H. H. Williams, real estate dealer, from cutting up a prospective technical school site into streets was narrowly averted yesterday, when deputation of school trustees broke a deputation of school trustees broke in upon the mayor just in time to pre-vent an endorsation of Mr. Williams' scheme. Mr. Williams was in the may-or's office swalting official approval to the verified plans, when Trustees Shaw, Levee and Rawlinson filed their pro-test. The mayor then decided to hold off until the board of control meets this morning, when Mr. Williams, re-presentatives of the school board, Sell-citor McMurrich and the city solicitor will be present.

will be present. The board of education had, at a special meeting yesterday morning, appointed Harton Walker to arbitrate appointed Harton Walker to arbitrate in the matter, of expropriating the site at the corner of Bloor-street and Bruns-wick-avenue. The properties is a block of the Daiton estaic (288x612 feet), the largest portion of which is owned by Miss Mary M. Wells. It also includes two small lots on Brunswick-avenue owned by Edward Drew and Mrs; A. A Sinclair respectively. Miss Wells recently purchased her portion at \$52-000. for which the board is now offer-ing \$55,000. For the Drew and Sinclair lots \$5000 each is offered. The present owners are given until Friday to apowners are given until Friday to appoint arbitrators.

Several clauses of the management Several clauses of the management committee's report were objected to in the finance committee of the board of education yesterday. It was noted that Mrs. M. Swannell and Miss A. M. Gray had been accorded extended leaves of absence. Several of the trus-tees opined that they would probably be candidates for superannuation as soon as the government's new scheme is known. Trustee H. Simpson sus-gested that it might be a good idea to introduce a motion at the next board meeting, disqualifying teachers for su-perannuation who have already been erannuation who have already been granted over a year's leave of absence. The committee would not endorse the idea of allowing G.A. Chase to be paid at the rate of \$1400 per annum plus his superannuation allowance, for do-

ing occasional work. The proposed superannuation of Miss Loise Stater andM iss Emily Langton, at \$200 per year, was also Langton, at \$200 per year, was also sent on without recommendation. The committee thought \$100 extra was enough to recompense R. J. Blaney for acting as principal of Bolton-avenue school during the principal's absence. The management committee had re-commended \$200. The idea of allowing S. H. Armstrong \$40 to visit collegiate and appended and appendent indation. The

OSGOODE HALL

ANNOUNCEMENTS.

Chambers.

Judge's Chambers.

The Hon. Mr. Justice Clute at

Divisional Court,

Peremptory list for hearing at 11

Bryne v. Brown.
Kent v. Bertram.
Empey v. Flok.
Richardson, Mackey, Munroe V.

To Wind Up.

Application is being made to the count to wind up the Stephenson Car-riage Co. of Cannington. The Conboy

Carriage Co., who are the petitioners, are creditors to the extent of \$573.15.

The nominal capital stock of the com-pany is \$40,000. Must Now Wait.

be done in the master's office, owing to press of basisness. Frank Arnoldi, K.C., on behalf of the Toronto General

Trusts Corporation, made the applica-tion. The judge directed the motion

Cartwright, master, at 11 a.m.

1. Murphy v. Murphy.

6. Dominion v. Toronto.



T. EATON CO.

STORE CLOSES 5 P. M.

Wednesday a Day Of **Big Money Saving On Men's Wear Fur-lined** Coats

Overcoats

The long traveller coat of heavy dark imported tweeds ; strong Italian lining. Tailored to stay shapely. Sizes 34 to 44. Broken lines, but firstclass garments. Regular prices 8. 50 and 10.00. Wednesday 4 95

Dressing Gowns

Soft camel's hair in shades of gray, fawn and brownmottled pattern with overplaid ; pocket, cuffs and revers. Trimmed with handsome plaid. Full length ; sizes 34 to 46 chest. Regular price 10.00. Wednesday 6.50

Fancy Vests

Of stylish dark worsted vestings-silk patterns. Single and double breasted. Perfectly tailored and well lined. Sizes 34 to 44. Re-gular prices 2.50 and 3.00. Wednesday 1.49

Fur Caps

Wedge shape ; extra fine quality Persian lamb, lined with satin. Regular prices 10.00 and 11.00. Wednes-

Winter caps of black beaver cloth ; fur-lined turn band; visor to protect forehead. Regular prices 50c, 75c and 1.00. Wednesday 39

EDUCATIONAL.

BRITISH AMERICAN

BUSINESS COLLEGE

Y.M.C.A. Bldg., Yonge and McGill S:s.

The Best

WINTER TERM

respect to any bonds of the Wiarton

Year's.

T. M. WATSON. Principal

The Oldest The Newest

Linen Handke Ladies' Initialed, boxed), \$1.75. Ladies' Embroiden kerchiefs, at 50c, 76 Indigo dyed black beaver cloth shell ; lining of Cana. each. Ladies' Real Lace Handkerchiefs, from \$3.00, \$5.00, up to \$2 Ladies' Hemstitc Handkerchiefs, neat 3-4-in, hems, from dozen dian muskrat-well matched thickly furred skins ; Persian lamb or etter storm collar. Regular price 60.00 each.

Wednesday 49.00

Knit Coats

name and these are the good

old-time English kind. One

hundred and thirty-two of

Pyjamas

There are only forty-two of

these fine imported pyjama suits and night robes, but the

money saving is big enough to

make it worth your while get-

ting here early enough. Sa-

teen, silkoline and pure silk-

plain white, cream, blue and

pink. Regu'ar prices 7.50 and 10.00. Wednesday 4.75

Mufflers

satin lined ; shaped around

neck. Regular price 75c.

Sweaters

and cardinal ; also plain navy

blue jerseys with striped cel-

Heavy wool-plain black

Black corded silk and satin;

Cardigan was the old-time

dozen. Gents: Initialed, hoxed), \$1.50; also a Gentlemen's Hemst Edge Handkerchiefs sizes.

Gents' Printed Ba kerchiefs, at 75c, \$1. Gents' Hemstitch White Silk Handke Umbrellas

ESTABLISH

ANNOUNO

OF

JOHN CATT

Great Holid

GIFT G

Ladies' and G

them have been priced for a Ladies' Silk Umb from \$1.00 to \$8.00. Gents' Silk Umbre from \$2.00 to \$10.00. (Initials engraved quick out-going on Wednesday. Black or seal brown. Two pockets ; mohair binding. Small, medium and large Crepe de Chin sizes. Regular prices 1.co and 1.50. Wednesday .69

Scarves, etc. Exquisitely tinted Chine, Head Scal Squares from \$2.00 Black or Cream Lace Mantillas an \$8.00.

Real Duchess and lars, Berthas, Plast

Ladies' Silk H Black Spun Silk

Black Silk Emb Black Silk Embr \$2.50 to \$4.00 pair. White Spun Silk, White Silk Embr Embroidered Casi

Extra

Scottish Clan an in Gents' Club T Heather and Thist Heather and Thisi Hand Ties, Opera We have receil Black Watch Cost 90c and \$1.50 per

Just Arrived hristmas-Novelties

We have just op lot of beautifu "Strotschka" Lace. Work, in Tea Cl Bureau Scarves, D'Oyleys, Centre

One or more piec linen work novelty tasteful Christmas

Mail Orders Re Carefu

JOHN CAT

King-street-Of

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Gems in \$15.00.

See our gift

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See our gift

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NEW E

Stratford, De result of a co board of trade ronto gentlemes Stratford to Las Stratford men the new compan of carrying out will be turned

10-OB

John

\$5.00.

master's voice. Of all the newspapers in Hamilton, The Times is the most this connection it has been assumed wholly Gibsonized-it has the influence in a chronic form. Hence no shock is for mayor and its attacks on the Beck operation of public utilities to do this. master's voice.

power scheme. It is merely obeying its But the truth is that municipal owner-But The Spectator, the old stand-by ible with this view and also with of the Conservative party, the ultra- the proposition that the surplus earn-Conservative when other papers, equal- ed should be limited to the sum nely Conservative, were progressive, The cessary to provide for depreciation and

old Spectator has broken with the party reserve. as it is constituted in Hamilton. It Both rules are found in Britain in shows its backsliding by opposing Ald. connection with municipally owned Stewart's candidature for the mayor- and controlled enterprises and the difalty, the Ald. Stewart is the nominee ference in practice was clearly brought of the Conservatives. And it adds out during the investigation made in insult to injury by supporting Ald. 1900 by a select joint committee of the houses of lords and commons. Findlay as against Ald. Stewart. Several witnesses, including represensupposedly a friend of the Whitney ad- tatives of some of the municipalities, ministration, is now fighting the Beck held that municipalities should not power scheme tooth and nail, regardless be allowed to make on any enterof the fact that the Whitney govern- prise a profit to be devoted to the ment is pledged to the Beck power relief of general rates, but that any policy. Such departures from the strict surplus should be used, first, for the line of support of the Ontarlo govern- formation of a reserve and depreciament might be overlooked in a news- tion fund, and, secondly, for the repaper less intimately identified with the duction of the price at which the seh-Conservative party, but to have The vice or commodity is supplied.

Spectator sidestep the campaign for Dealing with this matter Professor cheap power is to bring tears to the Ashley in an article in The Quarterly eyes of the oldest inhabitant. Why this Journal of Economics, states that change? Is The Spectator Gibsonized these witnesses were able to point to a number lof instances where this also?

The spectacle, in which The Spectator rule holds in varying degrees; for explays the leading role, emphasizes the ample, Liverpool by its Street Railfact that the greatest struggle the peo- way Act, may not use any profit for ple of Ontario ever engaged in is being the relief of general rates before 1912 waged against the Beck power scheme, and Scottish burghs which take over The electrical trust, in which the hand the gas supply under a general act, of Gibson is not concealed, is sparing passed thirty years ago, are expressly no effort to defeat the will of the peo- forbidden to use their profits for any ple. When a newspaper like The Spec- other purpose than the improvement tator, old enough to know better, and of supply and the reduction of price. tried enough to be true, is found uppos- Glasgow, in disposing of its street ing its party's candidate for mayor, railway profits, allots a sum of \$125,aghting against the power bylaw and 000, which comes in lieu of the rent and the application of the balance of objecting to the Ontario government's paid by the private company during power policy, it is fair wagering that its existence, to the common good, a prove the most satisfactory in practhe whole story of The Spectator's fund from which payments are made tice and this is substantially the policy change of heart has not yet been told. for objects not covered by its rating The public will be quick to pick out powers, thus affording no relief to the cipalities. the friends of public rights, and just as general rates.

On the other hand there are num-

quick to punish the foes of public rights when the day of reckoning comes. erous cases in Britain where the pro-

REDRESS ON PAYMENT.

In allowing Dr. Crichton's appeal on the main ground that he had been found guilty of an offence with which he had not been charged, while disallowing his costs on the ground that he had done something of which he had not been found guilty, the divisional court has followed rather than avoided the errors of the Ontario Medical Council. Indeed the terms of the opinions given b ythe majority of and other services has been under- the sacrifice of the city's share of prothe court, read by an ordinary layman, can scarcely fail to raise a strong ments. feeling of indignation and to create a conviction that Dr. Crichton was the victim of grave injustice at the hands because he has exercised his undoubted right to obtain redress from a stance, expressed the opinion "that watered stock, issued by the Street decision admittedly illegal and oppres- the application of profits to the re- Railway Company. sive in the highest degree; he is pun- lief of the general rate would be ished for securing it, because the chan- dangerous. The temptation to starve nection with existing franchiseholding cellor holds he has offended against an enterprise in order to set aside a corporations is efficient public control On cold mornings try it with hot milk An arbitrary code of professional sum for reduction of rate would act along with the restriction of capital or cream. All grocers, 10 cents.

in Buffalo and Syracuse was not ap-proved and the motion to grant W. E. CARRYING COMPANIES street railway in relief of rates. In The appointment of a tariff bureau to assist the board would be of Groves \$35, due on last year's extra work was knocked.

no practical benefit to the country unless the members of the board have a sufficient knowledge of transportation matters to guide their work In order to get all the work done be-fore the end of the year, the manage-ment, property and finance committees will meet Monday afternoon, Dec. 31. intelligently.

As we have already pointed out, the board of railway commissioners have only dealt with one general complaint since it was created, and in . that particular case they passed legislation that was antagonistic to the erests of the people.

The board apparently is not conversant with the Railway Act itself. connection with the complaint presented by Mr. W. F. Maclean they informed him that they had not the power to enforce a thru rate on traffic mained for Mr. R. L. Borden to show on the floor of the house that the Railway Act does specifically cover that very point. Surely it is not too much to expect that the board of railway commissioners shall have a complete and thoro knowledge of the Railway Act. If it is necessary for the public to interpret the act for the benefit of the board would it not be well to publish that fact, so that we may give some time to its study?

The failure of the carrying companies to provide rolling stock for the carriage of the traffic offered them has been before the board for investigation for months, but there has been no practical result from their work.

If the board of railway commissioners feel aggrieved at anything we have said, our columns are open to them for reply, and at this time we desire to submit a few questions for their consideration. For what purpose was the 28,000 tariffs referred to filed with the

board of railway commissioners?

If for inspection and approval, why was not that work performed? If the board have not sufficient staff to perform the work allotted to them, what representations have been made to the government looking.

to securing increased help? Why did the board pass legislation in the interests of the carrying-

companies legalizing car service charges without exacting equivalent compensation from the railways? When the attention of the board has been publicly called to flagrant

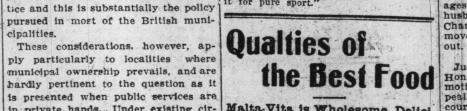
discriminations in rates, why have they not ordered modifications to be made?

Application was yesterday made to the judge of the weekly court to change the 'reference in Gibson v. Gardner, from the master in ordinary to an off-In this connection we also desire to again ask the government what act'on, if any, they propose to take with regard to withdrawing the representation of the Intercolonial Railway in the Canadian Freight Agents' cial referee, in order that the same might be proceeded with forthwith, de die in diem, which could not at present Association, a combination in restraint of trade?

(These articles have appeared daily since Monday, Dec. 3 .- Ed.)

injuriously to the ratepayers." His to the actual cost of construction and argument, however, was based to some equipment, the limitation of dividends extent on the special rating system of and the efficient control of operation. Britain, and would be inapplicable to But the true and simple remedy is municipalities where a different me- straight public ownership and operathod of rating prevails. Probably a tion of public services, and to this it system permitting the allocation of must come. a moderate payment in relief of rates

A Calumet man saw bis first game of hockey the other night. "It's the greatest game ever," he said, "Neither baseball, football. nor anything else can come near it for pure sport." surplus for reduction of price would

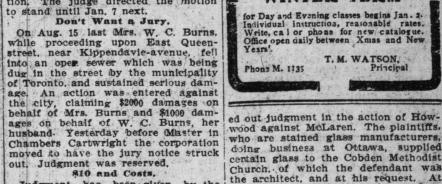


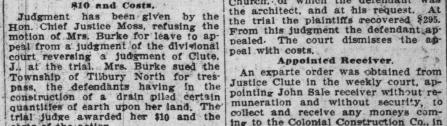
In all recent discussions about food pass, the defendants having in the products, we have heard only the most construction of a drain piled certain products, we have heard only the most favorable comment on Malta-Vita, the quantities of earth upon her land. The delicious malted whole wheat food trial judge awarded her \$10 and the osts of the action made in Toronto.

Anyone who has eaten Malta-Vita knows how good it is. Anyone who has Chamberlain in 1874, the supply of gas a reduction of charges equivalent to eaten it for any length of time knows of have how healthful it is. Persons who have seen it made know it is pure and clean. plication for an order quashing the an These three distinctive qualities make it the most popular food on the mar-

> Malta-Vita is best whole white wheat ther appeal lies.

Wood Brothers of Brantford have an Buffalo, Suspension, Bridge and Port because the malt extract has converted the starch of the wheat into maltose, or malt sugar, predigested and ed to Toronto. The master refuted to one-third tickets are good going Dec. wonderfully nutritious. And Malta-Vita is so good to until the next assizes. The Architect Has to Pay





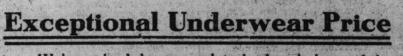
Cannot Appeal.

Beet Sugar Manufacturing Co., alleged In the action of Booth against the to be standing in the name of one C. P. R. the divisional court has hand-Kaplan. ed out judgment on the plaintiff's ap-Reduced Rates for Xmas and New peal upon the ground that the action was tried by a jury and a motion by defendants to the county court judge An opportunity to visit home, or your friends, for a few days. Single fare via the Grand Trunk from all stations in Canada, also to Detroit,

for a new trial was dismissed. No fur-Prefers Toronto.

Wood Brothers of Brantford have an action against the Algonquin Co, that was set down for trial at Brantford. The company yesterday applied to the court to have the place of trial chang-

inclusive, returning until Jan 3. Tick-ets may be secured at any Grand The divisional court yesterday hand- Trunk ticket office.



We've priced down two hundred and sixty of the best woolen undergarments in the store, for a day of record selling.

The offer really means more than the price difference would indicate, for the garments are the kind that it pays to buy even at the higher prices, because of unequalled warmth and wear,

Imported natural and shetland wool-heavy and medium weights-superior finish ; shirts doublebreasted ; sizes 34 to 44 . The regular prices are 1.75 to 3.50 each garment (shirt or drawers), and there are as many at the higher figure as at the lower. Wednesday, each 1.29

MAIN FLOOR-QUEEN STREET. T. EATON CO.

190 YONGE ST., TORONTO Same and the second sec



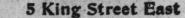
Beautifully Clear In Color and mod-

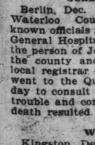
erate in price, are some pretty Steles and Muffs of White Fox.

A wide Stole, tapering towards the ends, and finished with tails, sells for \$50.00.

A straight tie, the same length, but narrower, is priced \$30.00. A large muff would cost \$30.00.







Kingston, De 72, died on St se. He wa of Kingston, a

taken avowedly to obtain funds to fits, it would be only a partial remedy

carry out sanitary and other improve- for the evils attending private ownership and operation of public fran-On the merits of these different chises. Of equal importance is the

mixed with pure barley malt extract, thoroughly steamed and cooked and policies some very interesting and fact that at the present moment the thoroughly of his accusers and the judges. Fet, important evidence was offered. Lord public of Toronto are paying in fares every flake baked to a crisp. It is rich Provost Chisholm of Glasgow, for in- the dividend on \$5,000,000 or more of in nutrition and readily taken up by

fits from municipal services are used hardly pertinent to the question as it in relief of rates. Among them are is presented when public services are, in refler of rates. Among them are is presented when public services dir-cities like Carlisle, where the amount in private hands. Under existing cir-ous, Pure and Clean. in the pound by which rates are re- cumstances and looking to the induced by municipal trading is 1s, 10d.; effectual character of the control Leicester, 1s, 1d.; Liverpool, 1s.; Not- municipalities can exercise, it is not tingham and Rochdale, 1s. 3d. each. easy to see any satisfactory alterna-There are other cases clied by Prof. tive to a straight division of profits Ashley where, as in the famous scheme between the company and the public. inaugurated at Birmingham by Mr. Even if a means could be devised for

What is imperatively needed in eca-

