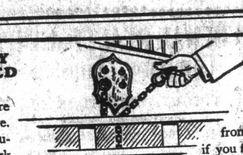
AN EASILY REGULATED FURNACE

It's a real pleasure to own a Sunshine. It's so easily regulated. Drafts work perfectly—do just what you expect them to.

The fire is always under control. You can have as hot a fire as you like on zero days. And one just warm enough to keep the chilly feeling absent when a thaw comes.

Fortunate is the man who owns a Sunshine.



PULL UP THIS CHAIN

from the floor above, if you feel a trifle chilly, and a strong draft through the ash-pit door is opened.

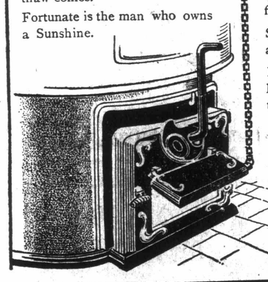
Fire immediately burns up briskly. In a few minutes you will be warm and comfortable. Then drop the chain again.

You see, it's not necessary to go down to the basement and turn on the drafts when you want a warmer fire in the Sunshine.

Sunshine is a labor-saver as well as a comfort-producer.

If your local dealer does not handle the Sunshine, write direct to us for FREE BOOKLET.

McClary's SUNSHINE FURNACE



McClary's

LONDON WINNIPEG
TORONTO VANCOUVER
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PRESIDENT MOYER ONCE A BURGLAR

CHICAGO PAPER PUBLISHES A SENSATIONAL STORY—SERVED A TERM.

CHICAGO, May 15.—The Journal prints a story, alleging the arrest of Charles H. Moyer, president of the Western Federation of Miners, in Chicago, in 1855, for burglary. According to the story he was subsequently entenced to Joliet penitentiary where he served from February, 1886, to January, 1887.

The office of the warden of the Joliet penitentiary declared that during the dates mentioned a man bearing the name of Charles H. Moyer was an inmate of the prison. The record of the Chicago police department show six entries against Moyer, his initials being given as C. "S." in each case. Three are for robbery, one for attenmpted robery, and one for carrying concealed weapons. John Keating was implicated in each case as Moyer's partner.

The two men were held for the Grand Jury in $5,000 bonds each by Justice White. January 26, 1886, the men were sentenced to Joliet penitentiary, Keating for two years and Moyer for one year. The charge on which the sentence was based was the burglary of Larson's clothing store.

John Keating died while a convict in the Joliet Penitentiary, and one of his brothers, Charles Keating, said: "We always knew that Chas. H. Moyer, President of the Western Federation of Miners, was the man who was sent to the Penitentiary with my brother Johnny. He used to go with my sister and I have often heard my folks speak of him. After Moyer got out of the penitentiary he used to write to Sam Williams, and Sam used to read the letters to us. One day Sam came over with a paper telling how Charley Moyer had been made the head of the miners' federation."

Statement of Moyer's Brother

The Journal also prints a story under date of Boone, Iowa, which is substantially as follows:

"Frank S. Moyer, chief of police of Boone for four years, and now a conductor on a street car line here, is a brother of Charles H. Moyer. He said: 'I heard that Charley got into trouble in Chicago once and was arrested, probably the least said about it the better. I know that Charley went to Chicago in 1884 or 1885 and was gone about a year and a half. I did not hear from him in that time. Later Charles went to Deadwood and then to Denver and I have often heard Charley speak of Sam Williams, but I never saw Williams myself."

The Trial of Haywood

BOISE, Idaho, May 15.—There is a noticeable air of relief in Boise. Notwithstanding an outward appearance of apathy and lack of interest in the case, there has been for some time in Boise an extremely tense feeling. Reports as to possibilities before the trial opened or during its progress have tended to create decided uneasiness.

The presence here of a number of private detectives employed by each side, and outspoken attacks by the radical element of the Socialists, caused many rumors, purporting to come from authentic sources of trouble, such as an attack on the jail or an attempt to spirit away some of the prosecution's chief witnesses. The proceedings in the court room yesterday did much to dissipate this. There was a spirit of give and take. A joke by one or another of counsel, or a laugh caused by the answer by a talesman, acted as safety valves, and when the day was over the strain was gone and everyone breathed easier.

While the number of witnesses to be called on both sides looks formidable, there is good reason to believe that a large number of those witnesses for the prosecution live in Colorado or in other neighboring states. This is also true of the defence, for the homes of the prisoners are in Colorado, and it is impossible to bring such witnesses to Idaho against their will.

Boise lawyers not connected with the case, but who know as much as is known of what both sides expect to do, say that after the jury is obtained the trial ought to be over in two weeks. Judge Freemont Wood expects to waste no time, and another adjournment is not looked for after Monday.

Several members of the Western Federation of Miners, now in Boise, watching the progress of the case, do not join in the belief in some quarters that Orchard will refuse to testify. They believe he will make his statement on the stand. On all sides there is speculation as to how far Orchard will be allowed to go in his statement, which, it is alleged, implicates Haywood, Moyer and Pettibone. It is around this evidence undoubtedly that the whole case will move.

OLGA NETHERSOLE ILL.

Actress Operated Upon for Quinsy While in Philadelphia.

PHILADELPHIA, May 15.— Rosalind Ivan, the young understury for Olga Nethersole, who jumped into sudden fame by her remarkable impersonation of Sappho at the Garrick theatre last night, will have a chance all this week to display her talents.

Olga Nethersole is very ill at the Bellevue-Stratford. Her ailment began as tonsilitis and developed into quinsy. She was operated upon yesterday by Dr. H. B. Carpenter successfully, but will be confined to her bed for several days.

Historic Tabernacle for Sale

LONDON, May 15. — Whitfield's Tabernacle, in Finsbury, will be offered at auction this afternoon. It is a stone structure, erected forty years ago, and stands in Leonard street and Tabernacle street. Originally the historic place consisted of a huge wooden shed, with an old cask for a pulpit.

Fifty Years the Standard

DR. PRICE'S CREAM BAKING POWDER

A Cream of Tartar Powder Made From Grapes

NO ALUM

THE STORY OF CANADA'S OLDEST RAILWAY

Copyright by C. Warman

Away back in the 30's this colony, the nucleus of a nation, began to cry for railways. It was seen in 1832 that "the company of proprietors of the Champlain and St. Lawrence Railway" was incorporated. The line was to start at the village of St. John's and end near the island of St. Helen's. It is interesting, too, to note that the tariff or tolls was to be based on the dividends earned the previous year. One wonders how this would have worked out in the United States, say the five years following the panic of 1873, or 1893, when no dividends were paid at all. The railways obviously would or should have been allowed to increase the tariff until a dividend was earned upon which to base the rate.

However this arrangement seems never to have been carried out. Two more companies were incorporated in 1840, and an even score by 1850. In 1854 a number of American and Canadian capitalists petitioned to Legislature asking for the incorporation of "The Northern Pacific Railway Company." These men proposed to build from Montreal up to Ottawa, via the "Head of Lake Superior and Puget's Sound to the mouth of the Columbia River," a long "Pipe" indeed for that day.

In 1849 Canada became aware that she must have railway, that "in new and thinly peopled countries, where capital is scarce, Government assistance in the construction of railways is necessary and may be safely afforded to lines of considerable length in the form of a guarantee to private companies acting under charter."

The outcome of this discussion was the passage of "an act to provide for affording the guarantee of the province to the bonds of railway companies on certain conditions and for rendering assistance in the construction of the Halifax and Quebec Railway."

The province was not to issue debentures or provide capital in any shape, but merely to guarantee interest on loans which the railway companies might raise on their own securities. It came, in short, to the Government endorsing the securities, but only for the payment of interest at 6 per cent.

The Government's security was the revenue of the road, which, in the case of most Government railways, the world over, is on the losing side of the balance sheet. The legislators also provided for a sinking fund for the payment of the principal. No dividend was to be declared until the interest had been paid and three per cent of the capital set aside for the sinking fund.

In 1853 a Mr. Howe, of Nova Scotia went to England to open negotiations with the imperial government for the construction of an Intercolonial Railway which would connect Halifax and Quebec. The observations of this statesman seem absurd in the light of later years. To be sure the men of that period, groping up through the dawn, had not the awful example we have. They had not constantly before them the drooping carcass of the dog upon which government railroading had been tried.

No, if Mr. Howe could have looked into the future and seen the Intercolonial, its cost and consequences, he never would have written as he wrote Earl Grey on the 25th November, 1850. Hearken:

"If our government (Nova Scotia) had means sufficient to build railroads and carry people free, we believe that this would be a sound policy. If tolls must be charged, we know they would be more moderate if government regulates them by the cost of construction and management, than if monopolies are created and speculators regulate them only with reference to dividends."

I wonder what the rate and fare would be on the Intercolonial today if tolls were regulated "by cost of construction and management?"

Mr. Howe asked the Imperial Government for five million pounds with which to build the line. Later he raised them two million, but even this latter guess was not half the cost of construction and equipment. Mr. Howe warned them that Americans were willing to finance the road and take stock, not for revenue, he thought, not merely for the sake of dividends but "for National Control." They would import Republican ideas "which no Nova Scotian would take the trouble to counter-act." And then he painted to his trembling hearers, the horrors of Annexation. "Annexation," he declared, "would destroy the coal mine monopoly, which had pressed so heavily on Nova Scotia in an hour." And then, as if that were not enough, he pictured the prosperity of the fisherman under the American bounty that would cover his risk and have a free market without bonds." "Commence the road," he cried, "And the drooping spirit of the colonist will revive."

This seems to have been too much for the Gentle Grey, for he now began to sit and take notice.

Mr. Howe had one disciple named Hincks, who declared: "The experience of other countries warrant the conclusion that the best mode of construction and managing railways is to place them under the control of the state." The reverse of this is true today, and we may include Canada among the "other countries." In passing the act of 1849, the Canadian Parliament took the view that prevails in most sober Parliaments today, the view that assistance "is best given by assisting companies already engaged in the construction of railways."

In 1851 an act passed "to make provision for the construction of a main trunk line of railway throughout the whole length of the province."

By this time they had tried every means of providing capital from "Lottery to "municipal funds," but here at least was the beginning of a Grand Trunk Railway. Ultimately out of this, grew the St. Lawrence and Atlantic, the Great Western, and the Ontario, Simcoe and Huron lines.

Naturally the first important matter to be dealt with was the question of route. Mr. Hugh Allen thought it should run by Bytown (Ottawa) while Mr. Gzowski as well as Mr. T. C. Keefer, the eminent engineer, favored the St. Lawrence line, which was finally adopted and which served well for a time. Now, as the road is being double-tracked and aspires to perfection in speed and comfort, the management seeks again the line of the least resistance. By following the lake shore in and out east of Toronto, they can save some money for the owners of the railway, and much great disadvantage of the budding and aspiring suburbs of the Lake Front. These beach resorts would be to Toronto what Englewood is to Chicago where the suburban express trains of the Illinois Central take you out ten miles in precisely ten minutes.

Everybody jumps up and explains all the disadvantages, but never a newspaper prints a list of the advantages of the proposed change from the heavy hill-grade to the water-line, from grade crossings to over-head tracks.

It is a pity that people do not take valuable time for the millions who will travel that way in future, for as the Grand Trunk improves people will continue to crowd into its trains and travel that way.

Also the shore line will enable them to run suburban express trains over their elevated tracks to the more pride in the railways as they would in a great saw-mill or a slaughter-house, for a smart railway makes a smart country, just as a pretty attractive station adds to the beauty of a town.

Another question is that of guage. This, too, is interesting and timely, as the same industrious individual who wants third class tickets, and presumably third class cars, if he succeeds in reviving the dead things of the dead past, will have the rails spread out to five feet, as that was on the same bill. A royal commission was appointed to pass upon the guage in 1845 reported:—

"Estimating the importance of the higher speed of an express train for a comparatively small number of persons—however desirable it may be by them—it is of far less moment than affording increased convenience to the general traffic of the community. We are inclined to regard the narrow guage as that which should be preferred for the general convenience."

The increased convenience for the general traffic of the country," can be urged as a justification of the desire of the Grand Trunk to follow the lake shore east of Toronto today. The old Martin Irons argument, "The greatest good to the greatest number." If a man sets up a summer house so as to interfere with the March of the Empire, pay him for his flower pot and pass on for the benefit of the thousands who will use the line.

One undeniable fact can be urged in favor of the Grand Trunk and the railways generally on this continent: It is constantly improving at its own expense. It is constantly adding to the comfort of travel, and constantly increasing the speed of its trains, while the rate, because of the keen competition between rival roads, is steadily decreasing from year to year. This sort of reduction, resulting from competition, benefits all the people, while forced reduction, such as the imposition of a maximum two cent rate benefits a few transient travelers but works a decided hardship to persons in the lower walks of life—such as laboring men and their families, for it does away with the half-rate excursions, and it is unfair to interfere with the railways' honest efforts to provide excursions for those who cannot afford to travel merely for pastime or for pleasure. Few Canadians realize that they have in this new and almost empty country, one of the longest double track lines in America, and they will have, in the near future one of the best railways in the world. I am speaking now of the Grand Trunk Railway systems, and there are other railways in Canada doing all in their power to reach that high grade of perfection. In Chicago alone millions have been spent in the work of separations of grade crossings, and the city has helped. At London, Ont., they have moved a mountain and filled in a velley—one of the heaviest cuts and fills made in America, I believe, and all along the line wherever they can secure encouragement and permission from the municipalities, they are lifting the tracks and improving their property. In winter their picture cars—great show-palaces on wheels, visit the southern states, they take tourists who come hunting up from the Terre Caliente and let them cool their tired feet in the crystal waters of Algoncuin and Temigami. At least half a hundred thousand of these pleasure-seekers will come in answer to the call of these wilds this summer of 1907.

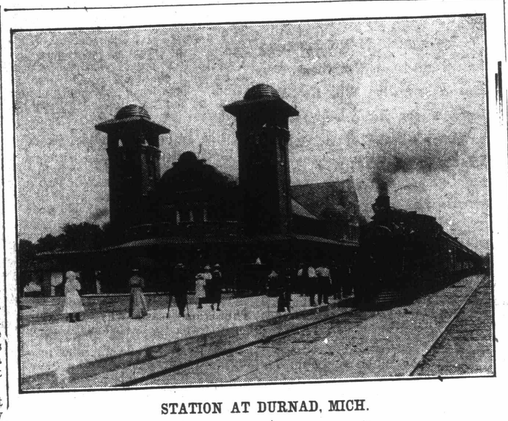
And while the old Grand Trunk is going on, and growing in perfection, out in the wind-blown west they are grading and bridging and building a line, that, in a few short years will reach from ocean to ocean, lying level, like a tight-rope across the continent.

This new transcontinental line will run far north of any existing railway through Quebec and Ontario, uncovering new Cobalts, and unearthing fresh fields of mineral wealth which, according to experts will include everything from soft coal to diamonds. It will open new industries in the wooded wilds of New Ontario, and build along its 3,600 miles of main line, dozens of cities, scores of towns, hundreds of hamlets and thousands of homes for millions of men, women and children. Out in the wheat fields numerous feeders will reach out like ribs from a backbone, to gather in the goods from fields that are empty and silent today. It will add millions to the wealth of the Dominion and reduce the cost of carrying to the eastern markets millions of bushels of wheat, which would not be grown if the railway were not. Speaking broadly only a hand-ful of people live west of Winnipeg, and only a small number are engaged in farming, yet in 1906 the wheat belt threshed out over ninety million bushels of wheat, and millions of other grain. Here, in the valley of the Saskatchewan, where they gather the golden grain, lies the greatest gold mine on the globe.

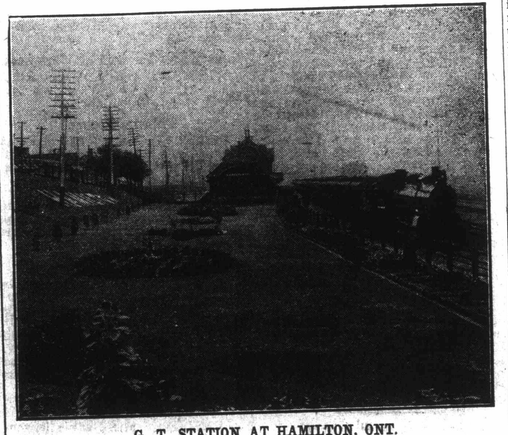
The most important branches will be the branch to Regina, the Capital of the new province of Saskatchewan, that is building rapidly into a city; and longer and more important still the branch that will leave the main line west of Saskatoon and drop down to Calgary, the metropolis of Southern Alberta, the great and growing commercial centre of that semi-arid but exceptionally fertile region that produces strawberries and beef steers. antelope and coal.

The table mileage of the Grand Trunk System, when the Grand Trunk Pacific is completed, and a few of these important branches built, will be over 10,000 miles.

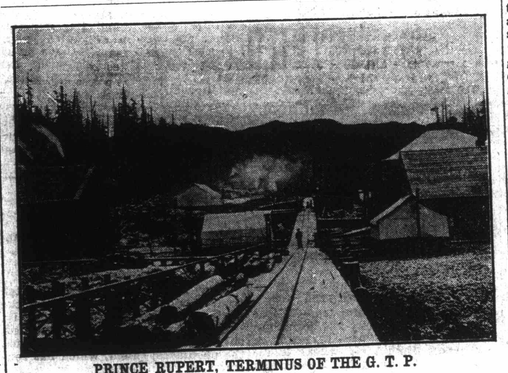
It takes time and money to build a first class railway but a first class railway is the only railway that can hope to handle the traffic of the time—the growing time, in which we live—and it is the only railway that can hope to compete successfully for business in a country whose railways are the admiration of railway men and the wonder of the world.



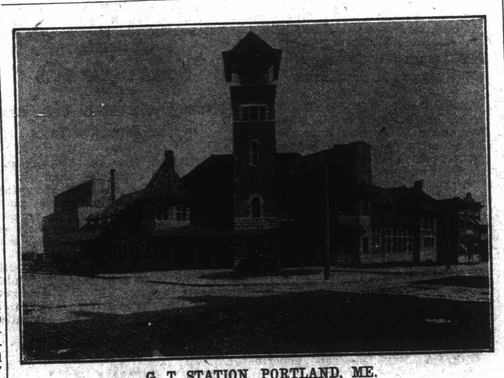
STATION AT DURNAD, MICH.



G. T. STATION AT HAMILTON, ONT.



PRINCE RUPERT, TERMINUS OF THE G. T. P.



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BONAVENTURE STATION, MONTREAL.

Selling Agents,
PEART BROS. HARDWARE CO.
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Headaches Mean Your Blood Is Poisoned

If your bowels, kidneys or skin are not ridding the system of waste-matter, the blood is laden with impurities, which inflame the nerves. It is these irritated nerves that make the head ache.

Powders and pills won't cure; they merely drug the nerves into unconciousness and relieve for a short time.

"Fruit-a-tives" cure Headaches, Neuralgia and Nerve Pains

because they purify the blood. They act directly on the great eliminating organs, Bowels, Kidneys and Skin, and restore them to healthy action, thus ridding the system of all poisons.

"Fruit-a-tives" are fruit juices—chemically changed, by the process of combining them, into a far more effective medicinal compound than the natural juices. 50c. a box—6 for $2.50. At all dealers' or from Fruit-a-tives Limited, Ottawa.

Fruit-a-tives

OR (FRUIT LIVER TABLETS.) 158

MOB SOUGHT BLOOD OF INNOCENT MAN

SACKED STORE TO GET ARMS TO SHOOT OFFICER SUSPECTED OF SHOOTING.

BUTTE, May 15.—Patrol Driver Chas. Jackson shot and killed Harry Cole while he was attempting to escape, and a mob of 5,000 persons, led by the brothers of Cole, made an ineffectual attempt to lynch Detective Charles McGarvey, under the impression that McGarvey had shot Cole.

Cole had been arrested by McGarvey on a forgery charge, and was suspected of being one of the two bandits who recently held up the North Coast Limited on the Northern Pacific Railroad at Welch Spur, murdered the engineer and wounded the fireman. While undergoing an examination by the police, Cole dashed down an alley from the police station. Jackson, seeing that Cole was about to escape, shot him in the back, killing him almost instantly. An immense crowd immediately gathered.

Mounting the steps before the court house, Timothy Cole, brother of the dead man, exhorted the crowd to avenge the dead man, who, he declared had been shot down by McGarvey in cold blood. The miners approved this with loud cries of "Hang McGarvey." Cole telling the mob to follow made his way to the police station. With revolvers the officers prevented the mob from searching the station and the crowd then made its way to a gun store, they forced their way into it and took a number of shot guns but for some reason they could not find the right ammunition.

The mob leaders declared, however, that they would have the life of the slayer of Cole, but no further attempt was made to enter the city or the county jail.

A JUBILEE FOR SURGERY.

Sixty Years Since Painless Operations Were Accomplished.

It is sixty years ago since the first operation in anaesthetic surgery took place in Britain. It was performed by Robert Liston, F.R.S., at University College Hospital, and was one of the events that led the way to the marvelous discoveries in medical science, and especially in surgery, which must rank among the foremost distinctions and achievements of the nineteenth century. It was performed in December 21, 1846, Liston having made use of sulphuric ether, and it was followed within a year by Sir James Young Simpson's demonstration of the superior qualities of chloroform.

For untold ages patients had writhed under needless suffering. A surgical operation had generally meant a period of agonising pain. Indeed, the surgeon had to steel himself against ordinary human emotions. Celsus, the famous Latin physician of the first century, declared that "pitilessness' was an essential trait in the man who wielded the knife. Sir James Y. Simpson at the beginning of his professional studies almost resolved to abandon a medical career, so affected had he been by seeing the agony of a poor Highland woman under amputation of the breast. The fact recalls the similar experience of Lord Lister, who was so utterly disheartened at one time with the appalling count of deaths that occurred after operations, that he also had seriously in mind to give up a profession dogged by so many failures. Happily one of these lived to see the triumph of his own agent that prevented pain, and the other still lives to witness the universal adoption of aseptic surgery.

If such were the effects of surgical operations on those who had to perform them, what were they on those who had to suffer them? The stoutest hearts quailed at the prospect. It is said that Lord Nelson was so painfully affected by the coldness of the operator's knife when his right arm was amputated after the assault at Tenerife that at the Battle of the Nile he gave orders to his surgeons that hot water should always be kept in readiness during an engagement, so that if necessary he might at least have the poor comfort of being cut with warm instruments. Yet, strange to say, great as the discovery of anaesthetics seems to us, it is really wonderful that it came so late in the history of the world. The ancient Egyptians were acquainted with the soothing effect of nepenthe, a drug probably identical with opium. The Scythians inhaled the vapors of hemp to produce intoxication.