A National Line of Transportation

CLAIMS OF GEORGIAN BAY TOWNS.

to watch the interests of this town throughlic press re proposed grain routes. It is respectfully requested by the said committee that this and following letters from the | Co

valued paper, William S. Middlebro, Mayor, John Wright,
President Board of Trade.
Owen Sound, Jan. 12.

A Question of Geography.

data hulls, and Canaddan cars, there will unquestionably be sufficient work to keep busy all the routes likely to be available to our people for many years to come. The force of this statement is all the greater when we consider that the hitherto unoccupled lands of Manitoba and the Northwest are steadily filling up, which means increased production of wheat and other grains in those portions of Canada. Besides, we must remember, as pointed out above, that the same geographical advantages that will give us control over the transportation of a larger share of American grain.

The Proposed Routes.

For present purposes, the Parry Sound to the route connecting Toronto with any other point on Georgian Bay.

If a good double track were laid between the two points named, 72 miles long, it would result in quite a saving of time and money to the taveling public of both paces. The distance from Collingwood to Toronto now, over the Grand Trunk Road, is 55 miles, and the time required to travel from one to the other place is a little over three hours, whereas, on the proposed new road, the time could easily be cut down to one and a half hours, making a difference of over three hours on the return trap, a matter of considerable importance to business men, whose time is money.

The Question of Fare.

Integration with the control over the transportation of a larger claws of American grain.

The present purposes, the transportation of a larger claws of American grain.

For present purposes, the Parry Bound and the proposed route and the proposed route and the proposed route and the proposed route and the proposed review to only case worthy of sections attention. The Hudson worthy of sections attention, a transportation of the section o

What the people of Toronto want, and what the people of the ports on the sonta shore of Georgian Bay want, is a route that will lead to the employment of labor in Toronto and in the other places concerned, and now that the whole problem is up for serious discussion, it is of vital importance that the question, "What is the absolutely best route from Georgian Bay to Toronto?" should be earnestly, Intelligently, and judicially considered, lest a fattai mistake be made at the very outset. Without wishing to injure any other port on the Georgian Bay, the people of Owen Sound maintain that they have superior advantages to offer, both as to harborage and as to their geographical position.

Claims of Owen Sound.

Claims of Owen Sound.

The harbor of Owen Sound is situated at the southerly limit of the Owen Sound Bay; is easily accessible in all weathers by the heaviest carriers on the upper lakes having a uniform depth of 20 feet of water, even at low water mark. The foundation of the harbor is of blue clay, and, therefore, can be easily dredged to a still further depth, if the lowering of the waters of the upper lakes should necessitate at. The town has expent by way of bonus to its herbor and its elevators the sum of \$112,785, in addition to which the further sum of \$116,000 has been given by way of bonus to the Canadian Pacific Railway and to the Grand Trunk Railway to etailed carry of bonus to the Canadian Pacific Railway and to the Grand Trunk Railway to etailed carry of bonus to the Canadian Pacific Railway and to the Grand Trunk Railway to etail the emporium of the grain trade.

Le Alvendy Established.

The Street Railway, yesterday morans, a. 6.30 o'clock. Jamieson was in charge of a queen west car, and while nearing Spadina-avenue the trolley wire suddenly broke and in failing broke the glass of the vestibule and touched him on the shoulder. The other end of the wire on touching the ground, made a connection, and a flash quick as thought passed through Jamieson's body and he fell as if dead in front of the car, which fortunately at this time had been stopped. His face and hands were terrible car with the continuation of the canadian pacific Railway and to the Grand Trunk Railway to etailed. The other end of the wire on touching the ground, made a connection, and a flash quick as thought passed through Jamieson's body and he fell as if dead in front of the car, which fortunately at this time had been given by way of bonus to the Canadian. Pacific Railway to etail the car, which fortunately at this time had been given by way of bonus to the Canadian. Pacific Railway to etail the car, which fortunately at this time had been given by way of bonus to the Canadian. Pacific Railway to etail the car, which fortunately Bay is easily accessible in all weathers by the heariest carriers on the upper lakes, by the heariest carriers on the upper lakes, and a failing broke the glass of the vesting and the convergence of the harbor is of blue clay, and, therefore, can be easily dredged to a still further depth, if the lowering of the waters of the harbor is of blue clay, and, therefore, can be easily dredged to a still further depth, if the lowering of the waters of the super lakes, should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes should necessarise it. The other end of the wire on touching the form of the super lakes and in self-end on the shoulder. The other end of the wire on touching the form of the super lakes of the waters schedules of the House of Report of the Book and in failing broke the glass of the vesting and the failing broke the special specia

POSITION OF TORONTO AND GEORGIAN BAY.

Owen Sound, Jan. 12. Jas. A. Tucker. COLLINGWOOD'S POSITION.

The question is largely one of geography, Anyone may see at a glance by looking at a map that the Buffale route, necessitating, as it does, the mayigation of two sides of a triangle, namely, Lakes Huron and Erde, is extremely circultions as compared with either the Parry Sound route, the proposed control by canal through Lake Nipissing to the Ottawa River, or any of the possible to the Ottawa River, or any of the possible of the Ottawa River, or any of the possible of the Ottawa River, or any of the possible of the Ottawa River, or any of the possible form, and thence to Montreal. Provided a sufficient number of large vessels of the most modern type, and of Canadian registration, are built, or that the coasting laws are altered so as to make it possible for American vessels to carry grain from port to port within Canada, it is obvious that trade will flow in one or all of the above channels, in preference to the more circuitous, via Buffalo.

Trafac For All Routes.

The Hon. Mr. Tarte is of opinion that there is, and always will begardlent via the proposed Canadian routes. This opinion is doubtless based on an intimate and full knowledge of circumstances. President Wilkle of the Canadian Bankers Association is authority for the statement that out of every five bushels of Manitoba wheat, only one is shipped to tide-water through Canada. If the remaining four bushels can be carried to the sea in Canadian hults, and Canadian cars, there will unquestionably be sufficient work to keep busy all the routes likely to be available 40 our people for many years to come. The buffalow of grain grain offers several distance between the colling wood are not required to "lay to" or run into some safe harbor during foggy or dirty weather.

Toronto to Collingwood, as the crow fites, is \$7-10 miles, a comparatively short distance, but it is generally understood that it will require from 71 to 72 miles of rail-way to connect the two places, and I am informed on good authority that this any other point on Georgian Bay.

If a good d

A somewhat peculiar accident happened to William P. Jamieson, a motorman on dina-avenue the trolley wire suddenly broke Science Has Enabled DoUs to and years, that have been wasted in suffering from Biliousness. They are gone for-

MapaShewing "THE NATIONAL LINE OF TRANSPORTION" PROPOSED RAILWAY, CON NECTIONS IN THE MATIONAL LINE SHEWN THUS: WHITE



onto to Meaford would Meaford, the distance between the forfrom 122 to 107 miles. These figures may

ind, CPR. 122

is no difficulty whatever in constructing a railway along the proposed route. This is practically the same route as was recommended by Mr. Frank Moberley, C.E. The above map was prepared under the directions of Mr. J. H. Boyle, who also furnishes us with the distances above given,

THREE SIGNS CERTAIN.

spects for '99 are very good, and the improvement promises to be steady. We haven't yet been able to supply our summer orders, and here's one we got to-day for 1900 calendars. We have never had so big a staff in all our history, but the force will still have to be increased."

AN AWFUL WASTE OF LIFE SAVED.

A PROMINENT VANCOUVERITE

Montreal Herald Correspondent BUSINESS AND

publishes the following despatch from Washington: "It can safely be said that the wrangling of the representatives of Canadian and American lumber interests in Washington yesterday and the day before has had and will have no marked effect on the negotiations of the Joint High Commission. The highest authority exists for the statement that the conferences of the lumbermen are but a ripple on the surface of the negotiations of the commissioners, and that the influence of the conferences has been greatly exaggerated. The lumbermen's arguments among themselves have no more weight with the Joint High Commission than has the presence here during a national tariff debate of the representatives of interests throughout the country which may be affected by the adjustment of the various schedules of the House of Representatives."

HANDSOME TAPESTRIES AND BROCADES AT CUT PRICES

On the eve of stock-taking we have marked down some very desirable lines of tapestries and brocades suitable for curtains and coverings. These prices will interest:

Tapestries that were 75c and goc for 6oc. Tapestries that were \$1.10 for

Odd ends in tapestries that were \$1.25 for 75c.
Odd ends in tapestries that

were \$1.50 for \$1. Silk Tapestries that were \$2 for \$1.50. Silk Tapestries that were \$3

for \$2.25.

Plain and Colored Silk Brocades that were \$1.25 for

Plain and Colored Silk Brocades that were \$1.50 for \$1.25; \$2.50 for \$1.75.

Odd pieces of very special and handsome Brocades that were \$5.00 and \$5.50 for \$2.75.

Customers who have been waiting and others will be pleased to know that we have opened another new shipment of frilled muslins-very beautiful goods:

We will be glad to send to out-of-town shoppers samples of any of these lines.

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Two Shows Daily-Popular Prices Sacred Concert SUNDAY EVENING



LAUREL LODGE, NC. 10 I. O. O. F. Members of the above lodge are requested to meet at Central Hall at 2.30 p.m. of aturday, Jan. 14th, for the purpose of aturday the funeral of our late Bro. Fred cole, 473 Yonge-street.

Members of sister lodges are invited to



Rehoboam Lodge No. 65, A.F. & A.M. R. W. CLEWLO, Sec.

'Phone 1406. Open Day and Night. M. MOCABE Funeral Director and Embaimer F. E. HOLLISTER, Manager. 319 Queen St. West, opp. Beverley We give the best professional ser vice at satisfactory terms. 246

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SSEMBLY (social)—Every Tuesday, 8.30 ASSEMBLY (social)—Every Tuesday, to 11.30 p.m. (special)—Tuesday, 24(ii, 9 p.m. to 2 a.m. (No extra charge on this occasion). BEGINNERS may commence class lessons Monday next. Individual private lessons by appointment.

PROF. DAVIS, Senior.

The Newcombe Piano The makers have made it what the people proclaim it to be—"the finest made in Canada." Write for Catalogue. OCTAVIUS NEWCOMBE & Co., 109 Church-street, Toronto.

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POPULAR PRICES ALWAYS.

Week of January 16 FIRST PRESENTATION HERE OF The Musical Comedy

Tarrytown Widow Splendid Company

BY CHAS, T. DAZEY, uthor of "In Old Kentucky, etc. SPECIAL SCENERY, ORIGINAL MUSIC.

GRAND Nights Monday, Jan. 23 And Wed, Mat. Opening [1]

STUART BRINGS LAUGHTER

AND HIS NEW COMEDY HIT THE Wins Accions. MEDDLER

FRANK C. BANGS MRS. STUART ROBSON THEO, BABCOCK MAUDE GRANGER HAROLD RUSSELL CAST POTENT GERTRUDE PERRY GEO. PAUNCEFORT FACTOR MARIE BURROUGHS.

Seat sale Friday, Jan. 20th. **GRAND OPERA HOUSE** Hello! What's on To-night? LOUIS MANN and CLARA LIPMAN in THE TELEPHONE GIRL Matthee Saturday. Jan. 16, 17, 18-The

PRINCESS THEATRE Week of Jan. 9 - Matinees daily. THE CUMMINGS STOCK COMPANY IN CHARLES DICKSON'S "INCOG." A clever comedy cleverly presented,

CONCERT DE LUXE patronage of of

PLUNKET GREENE The First of British Ballad Singers.

Massey Music Hall, Wed. Evg., Jan. 25 at 8,15. Sale of seats begins at Hall on Friday. Popular prices—\$1.00, 75c. 50c, 25c.

ASSEY MUSIC HALL NEXT THURSDAY MADAME MARCELLA SEMBRICH

The World-Renowned Soprano, and SIG. CAMPANARI Baritone M. SALIGNAC Tenor MISS K. RUTH HEYMAN Pianist Plan now open from 9 a.m till 5 p.m. Reserved Seats 75c, \$1, \$1,25 and \$1.50

MESS EDITH J. MILLER'S CONCER'S Association Hall. Monday, Jan. 16,
Niss Embina Preston, Pinniste; Sig.
Discell. accompanist; Paul Hahn, cellist.
Tickets 50c, 75c and Sl. All reserved.
Plan at Geurlay, Winter & Leeming's,

COUNTY AND S

The Past Panor Prospect of Over th

A NEW BAPTIST CH

In East Toronto From the Nor

Toronto Junction Morgan Wood of B the World Growing audience to-night a dist Church,

Sunday is Epworth nette-street Metho prayer meeting w editor of The Cana reach. In the even

The charge prefe

Thorn

Rev. George McCullo
will conduct missionar
Methodist Church to-n
kean will undertake th
cuit of the former.

The children of the
obliged to take a holi
flue, the stove, or som
blame, and the school
with smoke, much to
the pupils, especially t
the day in dog races.

Mr. D. James has loc
colts through distempe
considered good value a

P. C. Ranger Drury i
ing officers of Court U
at its last meeting: C.
C. R., G. A. Langstai
Francis; secretary, A.
Pearson; J. W. J. Cha
Pearson; J. B., G. A.

Mr. William Richard
had charge of the Pub
tonbrook and Langstaff,
moted to the principalsi
four teachers at South I
A curling match betwe
the president (Mr. F. J. G)
played at the rink thi
meeting to be held afte
will be chosen for a seri
the Kichmond Hill Curl

The Late Dr. Jam
Dr. Hunter of Lemons in very active politician he especially took a greatered last elections con F. Maclean, always reserright to submit that gethe convention. Dr. Heleiever in the National and his father before him in their day in connect history of the country. In East York in the last tions Dr. Hunter took speaking whenever he wont a little canvassing.

Dr. J. J. Hunte Newmerket, Out., Jan.
the late Dr. J. J. Hunt
to-day, and was largely a
tege left the late home of
church at noon, and on
ceeded to St. Paul's Ohr
priately solemn services
which the interment to
cemetery. cemetery.

CANADIANS IN

Chief Engineer Costs Belcourt Are in th Belcourt Are in the Montreal, Jan. 13.—A. The Star from London sa "Mr. Louis Coste, Chie Public Works Departme now here, and intends the leading British and with a view of report methods for improving ties at Montreal.

"Mr. N. A. Belcourt connection with the Ni peal to the Justicial of Privy Council. He is about denses that his visit tion with the Manitoba

The British Admiralty for two battleships of th 600 tons, each to cost in Thames Iron Works a Company.