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THE JUDGE MAKER.

Hon. A. B. Aylesworth, K.C., as successor of Sir Wm, Mulock in the cabinet, will be the principal distributor of patronage for the province. His recabinet position, which makes him virbe exposed to unnecessary temptat on. The spectacle of Mr. Aylesworth, the judge-maker of Ontario, practising before judges who may profit from his friendship or suffer from his enmity, is not a healthy one,

SIR WILFRID IS NOT MODEST. Sir Wilfrid Laurier has said many extraordinary things while under the influence of his own eloquence, but he fairly broke his record in a speech delivered the other day at of the St. Jacques branch of the Great Northern Railway.

"It has been the dream of my fe," he said. "to develop my country, to make life more happy for my fellow-countrymen. I have tried to make wealth for those who had it not and more riches for those who had."

There is a grim truth in these nt-terances in so far as they apply to that exclusive circle of gentlemen who had little or nothing nine years ago and who to day are numbered among the country's millionaires. But as we understand Sir Wilfrid, he claims to include the masses in the sphere of these achievements of statesmanship

"Wealth for those who had it not and more riches for those who

Let us see what Sir Wilfrid has really done to justify these self-administered compliments. Under his direct tion the country's annual expenditure has been increased from forty millions to eighty millions. The per capita taxation has been materially increased Railways, hundreds of miles of them, have been built with the people's money and credit, yet those railways are owned by a few favored individuals. who exact from the public rulnous charges in freight, express and passenger rates. A very moderate conception of duty to the ordinary everyday workingman would have caused Sir Wilfrid to keep in the people's possession railways which the people's money has paid for, railways which would serve them at moderate rates and honestly administered yield profits for the reduction of taxation.

Neither the railways nor any other monopoly has been made to yield an inch of ground under the premiership of Sir Wilfrid Laurier. Monopoly under his administration has, on the other hand, grown in power and arrogance and it stands to-day in Canada of the Canadian home. The "riches" gard of everything save party service the Canadian home. The "riches" and party influence. For Sir Wilfrid about which Sir Wilfrid grows so eloquent speak in dividends and reserve to talk of trying to enrich the people any form hitherto known by that name nection I think it is not unfair to refunds of the great corporations of the is a joke. His whole record rises up is therefore impossible. Both accord-

the high offices which were within the gift of his government, by making them the prize of men of ability and integrity. Capable high-minded judges. administration of the public funds judged, the cause of the dispute is due rest with the responsible governments, same denomination some representation, while the reward is not likely to be political votes, but the inducing of

What they want more than anything autonomies, else is blunt, straightforward honesty Ignoring the personal element, which time arise. To introduce anything of and in public offices, more public sympathy in its cabinets. Sir Wilfrid Laurier has deliberately set himself against the encouragement of these qualities, in public men and public offices, this appointments to high office have been carried out in brutal disremands. It does not appear that the encouragement of the empire states will 1 sten have been carried out in brutal disremands. It does not appear that the encouragement of appear that there is any essential incompatibility doubt be inexpedient. Resolutions would properly and only follow upon full conferences in which the premiers or responsible representatives of the governments directly participated. By Wan Koughnet.

Will of E. B. Van Koughnet.

The Toronto General Trusts Corporation doubt be inexpedient. Resolutions would properly and only follow upon full conferences in which the premiers or responsible representatives of the governments directly participated. By Van Koughnet.

Will of E. B. Van Koughnet.

The Toronto General Trusts Corporation doubt be inexpedient. Resolutions portion of the estate of Edmund Barker vould properly and only follow upon full conferences in which the premiers or responsible representatives of the governments directly participated. By Van Koughnet.

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The Toronto General Trusts Corporation doubt be inexpedient. Resolutions portion of the estate of Edmund Barker vould properly and only follow upon full conferences in which the premiers or responsible representatives of the state of Edmund Barker vould properly and only follow upon full conferences in which the premiers or responsible representatives of the state of Edmund Barker vould properly and only follow upon full conferences in which the premiers of the state of Edmund Barker vould properly and onl in its representatives, in parliament the controversialists can best settle the nature of dictation or even gratu-

A TUBE RAILWAY UNDER PUBLIC OWNERSHIP IN TORONTO.

SATURDAY MORNING

The Toronto street railway service is unsatisfactory and always will be ansatisfactory under private ownership, especially when that private ownership is identified with a large watering of the capital stock. As we have sointed out in The World time after time over one-quarter of the earnings of the Toronto Railway every day have to go to pay dividends on six millions of capital, not one dollar of which was ever put in the system. For a moment contemplate what this thousand dollars a day in unnecessary dividends would contemplate what this thousand dollars a day in unnecessary dividends would contemplate what this thousand dollars a day in unnecessary dividends would lo in the way of improved equipment, as for instance, the highest type of air brake, the highest type of car, the highest type of motor and fender intead of the third and fourth-class plant now employed. We have no hesitation in saying that half the people that are killed in this city are killed because of poor equipment. True, some of the people who are killed are negligent, but even the negligent would be saved in many cases with better

is there any cure for this condition of affairs? We know of nothing in ght like that of public ownership, as will be seen in the extract given below howing what public ownership has done and is doing in Germany. Public ownership has worked wonders in Germany, where the cities are steadily acquiring and owning their street railways with well-thought-out and definite nds in view of substantial service to the public rather than the making of oney for individuals. They have accordingly greatly improved their lines and they have tackled the question of the distribution of a congested popu-ation instead of thinking of how they can make the most money for shareholders by means of a congested system. They are actually extending their line so as to give poor people and working people a chance of getting away from the crowded centres and owning little homes of their own some distance from the centre, but easily accessible by street car service. Is there my street car system in America to day that is working on these lines? We do not know of one except perhaps in Fort William, Port Arthur and in the City of Guelph and perhaps two or three other exceptions.

ing street car system in America to-day that is working on these lines? We do not know of one except perhaps in Fort William, Port Arthur and in the City of Guelph and perhaps two or three other exceptions.

Our view of the street railway problem in Toronto is that this city at the forthcoming session of the Ontario legislature should obtain power to the forthcoming session of the Ontario legislature should obtain power to do not attempt to define to-day. If we had such a public utilities commission, asy of five men, possessed of first-class engineering advice and first-class inancial advice they could work out a scheme giving the city immediate possession or reasonable compensation of the Toronto Railway system. If they would still have other resources. We be like one or the very first things that such a commission ought to do is to secure the services of a tube expert from London, England, who do is to secure the services of a tube expert from London, England, who do is to secure the services of a tube expert from London, England, who do is to secure the services of a tube expert from London, England, who do is to secure the services of a tube expert from London, England, who do is to secure the services of a tube expert from London for the could advise the city as to the possibility of building and the likelihood of its line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction. (We have reserved to the city all line diagonal to Toronto Junction and the line of the city and the line of the c third place it would be absolutely removed from all weather impediments,

The next place it would admit of the highest class of speed, and in the panies it would be absolutely removed from all weather impediments our mind it would also be immensely profitable.

If Toronto is to be a city of half a million, and we believe it is, it is for the corporation of the corporation of the certainly is enough of congested traffic of the city. It is there certainly is enough of congested traffic for three miles east and two miles north and south to pay for the cost of construction of a traffic and giving the necessary rivalry to the private company if it remains distance, that would force it to do scmething like its duty to the people.

Every kind of effort will be attenued in the last of speed, and in the panies, but in attempting to cover up the admission that your board is gnormant of railway tariff questions, was:

The total net amount at risk was \$125,021,69 was for management of railway tariff questions, was:

the admission that your board is gnormant of railway tariff questions, was:

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the admission that your board, your decision on questions of iregnt tools is

find, and we must therefore accept your decision that there is only one legal tariff in effect, bu To our mind it would also be immensely profitable. commendations will govern the appointment of judges for Ontario, also the promotion of judges. In view of these circumstances is it right that Mr. west and two miles north and south to pay for the cost of construction of a Aylesworth should be practising before tube or tubes and to make a handsome return as well, besides moving the the bar as he is to-day? He goes nto traffic and giving the necessary rivalry to the private company if it remains

tube or tubes and to make a handsome return as well, besides in the straffic and giving the necessary rivalry to the private company if it remains in existence, that would force it to do scmething like its duty to the people. Every kind of effort will be attempted in this city to prevent even the engaging of an expert to report on this proposition, and the same tactics engaging of an expert to report on this proposition, and the same tactics will be applied toward the appointment of a public utilities commission. We understand that Mayor Urqubart is about to make a deliverance in reward to the city. We do not know what your board to the fact that your board could not deal with them into the city of the railways have simply been filed without approval, owing to the fact that your board could not deal with them into the city of the railways have simply been filed without approval, owing to the fact that your board could not deal with them into the city of the railways have simply been filed without approval, owing to the fact that your board could not deal with them into the city. We do not know what your board could not deal with them into the city of the railways have simply been filed without approval, owing to the fact that your board could not deal with them into the city. We do not know what your board could not deal with them into the city of the railways have simply been filed without approval, owing to the fact that your board could not deal with them into the city. We do not know what your board could not deal with them into the city of the city. We do not know what your board could not deal with them into the city of the city. We do not know what your board could not deal with them into the city of the city of the city of the city of the proposition. of the judge before whom he pleads, and of the lawyer who opposes him. To members of the legal profession and to their clients this is grossly unfa'r; to the judges it is temptation couched in the judges it is temptation couched in terms, nothing be done in this matter until we have a public utilities a most insidious and dangerous form.

It is obvious that a judge's prospects of promotion should not be at the mercy of a lawyer who is practising

the whole are strong and capable, but they are all human and they should not the study of the same than the same th

service a matter of vital import to the social welfare of these communities, but the companies were unwilling to extend their lines to meet these needs. The contest betwen the conservatism of the companies and the demands of the people was brought to a crisis as soon as the companies began to request the privilege of substituting edectricity for the people of Canada to grant further powers to a board that is not able of dealing with questions able of dealing with questions which the grants were conditioned. The only solution to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be grant further powers to a board that is not able of dealing with questions. Is it in the interests of the people of Canada to grant further powers to a board that is not able of dealing with questions. But it is not able to five people of Canada to grant further powers to a board that is not able of dealing with questions. Did you ever think how many there are in society as now ill-adjusted who never find any pleasure in life, and you admit that you are not in apportunity to decide?

You admit that you are not in apportunity to decide?

You admit that you are not in apportunity to decide? and the demands of the people was brought to a

could not induce the companies to agree to the deadlock seemed to be grants were conditioned. The only solution to the deadlock seemed to be municipal ownership.

The period of municipal ownership and operation has been too short to permit of any final judgment. Financially the results have disappointing, but this has been due in part to the heavy payments which the cities were compelled to make to the companies as indemnity to decide?

You occupy a position of public trust. You admit that you are not in a position to fulfil that trust. What is your duty to the people of Canada in the circumstances? Would not Canada in the circumstances? Would not Canada be better without a board of railway compiled to make to the companies as indemnity to decide?

You occupy a position of public trust. What is your duty to the people of Canada in the circumstances? Would not Canada be better without a board of railway compiled to make to the companies as indemnity of the provided to the provided to the companies as indemnity of the provided to the companies as indemnity of the provided to the provided to the companies as indemnity of the provided to the pr

The one notable achievement under municipal ownership has been the extension of stree' railway lines into the outlying districts, thus relieving the congestion of the densely populated central districts. The readjustment of tares, with a view to favoring the migration of the working classes into the suburban districts, is another of the important services of municipal operation. Comparison with American conditions is extremely difficult and in most cases misleading. It is important to note at the outset that no city of continental Europe enjoys rapil transit in he sense in which we understand the term in the United States. The defect cannot be laid at the door of municipal ownership. as the conditions are the same whether street railways are under private or public control. The real cause is to be found in the fact that until dist body has not been properly rethe recent extension of the territorial area of German cities, the need of presented, let me point out that the rapid transit was not keenly felt.

relatively low fares, and still derive a profit from operation, we find the cause to be relatively low fixed charges of the German street railway accounts. The capitalization per mile of track of the German municipal university for such reasons, when I

Municipal ownership and the operation of street railways in Germany were begun under the most trying conditions. The cities, immediately after purchasing the lines, were compelled to make large expenditures for electrical equipment, and, to add to the difficulties, the change was made during a period of industrial depression which seriously affected the traffic. In spite of these difficulties more than four-fifths of the cities which have embarked upon this policy, are running the lines at a considerable profit and are gradually introducing a policy which at is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community, as well as the financial is fostering the social welfare of the community is and in this city and one who is regarded by himself and others as particularly well-informed, said to me that I would never have received a professional training had it not been for a Protestant university. I took for use in the garded by himself and others as particularly well-informed, said to me that I would never have received a professional training had it not been for a Protestant university. I took for use in the garded by himself and others as particularly well-informed, said to me that I would never have received a professional training had it not been for a Protestant university. I took for use in the forcion to this, but all my efforts could not the particular

a dozen transcontinental railways built at the public expense and owned by private individuals.

partly to misunderstandings on both and from his outline it was apparently sides, and partly to a real divergence not proposed that the permanent composition in the name of view regarding the influence a permittee should offer anything in the nament imperial council, constituted ture of advice to the governments, but sirely which is known to be not sectar-The people do not require the fine after the manner favored by S.r Frederts of politics to make them happy.

The people do not require the fine after the manner favored by S.r Frederts of politics to make them happy.

The people do not require the fine after the manner favored by S.r Frederts of politics to make them happy.

The people do not require the fine after the manner favored by S.r Frederts of politics to make them happy.

general interest as might from time to pircy.nce?

from the same point, but whereas the ne would somewhat anticipate the march of imperial relations the other yould leave them to their natural deelopment, and this may be the wiser ourse. Nevertheless it is satisfactory to see that expert opinion in Br.ta n 18 so entirely in sympathy with the 48pirations of the other imperial states The Net Amount at Risk Was Nearly and their ideas concerning their place and office in the empire.

AN OPEN LETTER

To A. C. Killam, Esq., Chief Commissioner Board of Railway Commissioners for Canada.

Dr. L. S. Rowe, professor of political science in the University of Pennsylvaniz, has returned after spending three months abroad in the study of nunncipal ownership. Most of his investigations were made in Germany and France. Speaking of the status of municipal ownership, he says:

During the last few years the movement for municipal ownership has acquired great headway in Germany thru the municipalization of the street railway systems. Within less than ten years some thirty municipalities have acquired titles to their street railway lines and are of heve taken place within the last four years.

It is a fact that the movement for municipal ownership of street railways is largely due to the failure of private corporations to furnish adequate transportation facilities. The congestion of population in acquaired transportation facilities. The congestion of the street railway service a matter of vital import to the social welfare of these communicipal ownership.

Dr. Rodams was summoned. He used to business, have been in effect ever since and are the standard tariffs of the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. The canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various companies. The canadian joint freight classification and the various companies. When the Canadian joint freight classification and the various

to the rulings of men who acknowledge their inability to perform the duties entrusted to them.
Yours truly,
J. H. Duthie.

Toronto, Oct. 25, 1905.

THE UNIVERSITY COMMISSION. Editor World: With regard to criticism of the personnel of the present university commission, in which Rev. Mr. Pearson suggests that the Methothe recent extension of the territorial area of German cities are defined extension of the territorial area of German cities are considerably lower than in the United States for short rides ranging from one to one and a half miles. Two and one-half cents pays for a ride of one and one-fifth miles and for one transfer. Monthing commutation tickets over one mile sections of the road are sold for \$1.50 and over the entire system for \$2.25. In Numbery a uniform fare of 2 1-2 cents over the entire system has been instructed.

The city authorities realize that the uniform fare system best subserves the broader interests of the community, but with the exception of If we inquire into the reasons why German cities are able to offer relatively low fares, and still derive a profit from operation, we find the accounts. The capitalization per mile of track of the German municipal lines ranges from \$23,809 in Munich to \$54,138 in Nurnberg. Even this capitalization has been largely increased by the large indemnities paid to private companies for unexpired franchises. When we compare this capitalization with the \$259,542 per mile of track of the New York surface railways and the \$165,085 of the Philadeighia system the difference is readily apparent.

Municipal ownership and the operation of street railways in Germany were begun under the most trying conditions. The cities, immediately after purchasing the lines were compalled to read the street and our provincial university. Nor is this belief indulged in by Catholics alone for no later than yesterday a very prominent Protestant business man in this city and one who is regarded by himself and others as parately after purchasing the lines were compalled to the German municipal university for such reasons, when I Theatres in St. Petersburg have never been marked in the plans, and their sale has been privately exploited by the box office keepers, who in ten years have obtained over \$20,000 by the fraudterms were synonymous, and I may say that I can scarcely blame him for

funds of the great corporations of the country. They have multiplied at the expense of the people.

Is a joke. His whole record rises up is therefore impossible. Both accordingly pin their faith upon a union aking the conspicuous examples at least, to discredit his pretensions and to to discredit his pretensions and to to a partnership for common objects of professorial chairs there, and when the first of every corporate tyrant involves recyclic for the applications. There are other things, very simple that has a voice in the Liberal party. There to of every corporate tyrant that has a voice in the Liberal party. There are other things, Sir Wilfrid Laurier could have done to enrich his fellow-countrymen. He could have raised the tone of pubthings, Sir Wilfrid Laurier could have done to enrich his fellow-countrymen. He could have raised the tone of public life by encouraging hondest independent utterance in the national parliament, by bringing to his cabinet men of pronounced public sympathies, by discouraging the trickster and the manipulator and by aiding the effort of individual members of the house of commons to legislate along the lines of any of the imperial states. Just at problem in the high offices which were within the present Sir Frederick Pollock and Richard Jebb, both now in Canada, and peculiarly interested in this subject, have had a difference with regard to the nature and bearings of the scheme propounded by a committee of British gentlemen, of which the former was the draftsman. So far as can be the draftsman bearing as the conference or council of that faith are restrained. The question is which is the more commendable; to give those of certain denominations representation in our provincial cabinet when evidently not on the relative merit of the ability of the man appointed and thereby hope to catch the votes of that race or denomination, or on the other hand to make some small attempt in university affairs to give the

A Catholic University Graduate.

Will of E. B. Van Koughnet.

Mi Ilions.

your board could not deal with them intelligently. Printed on the face of the Canadian mileage tariff appears the words "to be applied where no separate tariff is in effect." Does that indicate that it is the only standard tariff in existence?

For twenty years the mileage tariff in question has only been used between stations not covered by the standard tariffs of the various companies. When the Canadian joint freight classification she returned from work at 5.30 she

ple to the pursuit of happiness, spe class legislation has made it difficult for most and impossible for many to obtain

About twenty seats at the Imperial

here told me I could get no relief except by an operation. Suffered for four years from irregular and profuse menstruation, had sick and nervous headarhes most of the time, and at times could hardly walk across the floor from weakness. I thank God there is such a remedy as Dr. Pierce's Favorite Prescription for suffering women. Before I had taken the first bottle the headaches had left me and it was not long before regularity was established and still continues so. Have just finished house-cleaning which I never expected to be able to do again, and can truly say I never felt better than at present. I gladly recommend 'Favorite Prescription'

One Hundred and Seventy

The report of the provincial inspector of insurance, dealing with the transactions of 1904, was issued yesterday. Sir.-Regulation of the tolls impose! In the recapitulation of life and acciby the carrying companies was the dent insurance four companies are foundation of the argument advanced for the creation of the board of railway commissioners. You have publicly risks is \$6,640,715.43; divided as fol-admitted that your board, as at present lows; Central Life, \$448,250; Equity constituted, is not competent to deal intengently with the freight tariffs ssted by the railway compensations. by the railway companies, consequently \$42.43, and the Toronto Life. \$3,349,750. it has failed to fulfil the very purpose. The total expenditure was \$450,951.49, for which it was brought into exist- of which \$128,520.52 was for manage.

as those covering general merchand se. They are not special tariffs and are not so designated by the railway companies. You have asked parliament to grant you additional powers to deal with freight questions. Is it in the interests ment you get out of living because

Did you ever think that in justice people who toll and produce things ought never to be forced to seek refuge in suicide, the work-house and the

Did you ever think that the school supplies should be manufactured by the government and handed back to the people at a moderate price?

Did you ever think that while our independence affirms the right of the peo-

happiness?
Did-you ever think that the laws are made to protect property rights and not human rights? Did you ever think that the reason

TIRED OUT.

There's many a wife sits in the growing shadows of an evening, knowing what it is to feel tired out; as if there was not another ounce of effort left in her.

her slumber will be and how re-freshed the

regularity, dries weakening drains, heals inflammation

and liferation and the benefit I received from using Dr. Pierce's Favorite Prescription and 'Goiden Medical Discovery,'" writes Mrs. Elizabeth A. Oswold, of 45 Brant Street, Windsor, Essex Co., Ontario, Canada. "Was quite discouraged when I wrote asking your advice, as the physicians here told me I could get no relief except by an operation. Suffered for four years from irregular and profuse menstruation, had sick and nervous headaches most of the time, and nervous headaches most of the time.

The selfish seller who urges some substitute is thinking of the larger profit he'll make and not of your best good cigars

T. EATON COLIMITED STORE OPENS AT 8 A.M.

STORE CLOSES

MONDAY--OVERCOAT



No matter what next week's weather will be you know it's time to buy the overcoat. Come on Monday. Make your selection from a great gathering of grand garments. The product of our own workrooms. For quality, style and workmanship they will compare favorably with any overcoats, any place, and the prices are decidedly attractive. Look around as much as you like. See our display before you buy; that's all we ask.

A good At 7.50

overcoat of dark exford grev cheviot,

ian, sizes 34 to 44. The tour. At \$11 ist, and for style you can't beat

it. Scotch tweed effects in brown, or medium and dark grey with colored overplaid and

striped pattern. Broad concave shoulders, ful length, single breasted see the qualities of th

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Robe steams plant poie, he on the Ur "The north produced it mean phical bility

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Ame W. J. ardsor Frank Mr. B shall,

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You shut a brain ly de ly de ly de ly de ly de l'orma May you a exer It m the es the vita. Then, break It wished ly day's told ; Eve white vita. of the vita. of the cooke with ever cost for con ing of and the digest starch tose stoma without and the ed in such from ready without mes 10 cer lo ce

Dot-At \$12.50, bie \$15 and \$16 breas.

ted tourist of sturdy all wool tweeds in the newest colorings. Handsome mixed patterns with colored overplaids. Loose box back, full skirt, broad shoulders. Style, comfort and value combined

This is a very dressy one of imported English black melton. Single breasted. Long box black with square pockets. Velvet collar. Beatrice twilled body linings. Sleeves lined with striped mohair.

OVERCOATS FOR BOYS, TOO

How important it is that Boys should be warmly clad-parents know and they know too (or should) that for all-round goodness of quality and fairness of price this store offers them inducements. Bring the Boys on Monday too.

Children's Fancy Overcoats, in newest styles and materials in tweeds, cheviots and beavers, neatly Children's Fancy Overcoats, in newest styles and inactivation in the styles and in the styles and inactivation in the styles and in the styles a Boys' Overcoats in oxford grey cheviot, loose box back style, velvet collars, Italian cloth lining,

Size 24 25 26 27 28 4.75 4.75 5.00 5.25 5.50 Main Floor, Queen Street.

We Pay Freight or Express on \$25 Shipments

to all railway stations in Ontario, Quebec, and Eastern Provinces on all our goods except Furniture, Springs, Mattresses. Refrigerators, Organs, Stoves, Baby Carriages, Sugar, Salt and Flour.

Orders for special lines advertised above must reach us in Monday morning's early mails to insure filling.

T. EATON CO.

190 YONGE STREET TORONTO.

ForWeddings |

Carving Set with Stag Horn Handles at

\$4.50 ¶ Attractive in appearance-and thoroughly serviceable—is the special \$4.50 Carving Set shown at Diamond

¶The Steel used is of Sheffield make, and the Ryrie Bros. stamp upon it ensures its quality.

Hall.

The Handles are of finely marked Stag Horn with Sterling Silver Mountings.

Ryrie Bros. LIMITED 134-138 Yonge St.

AGED WOMAN'S SUDDEN DEATH. Expires While Being Taken to St

Michael's Hospital. Mrs. Sarah Hickson, who lived with Let son Andrew, 54 Albert-street, died while being taken to St. Michael's Hospital yes

terday morning. The son says his mother, who was 65 years of age, wakened him to give medi-cine to a sick child. After returning to his room he heard a fall; he found his his room he heard a fall; he found his mother lying on the floor. He took her to her room and when he visited her shortly afterwards she was unconscious. He notified his brother, who lives near him, and they decided to take her to the hospital. She died on the way there. The old lady suffered from heart disease. Coroner Johnson_may order an investigation,

FAMILY PROTECTION.

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Smoke cigarets and die early. Smoke cigars and get catarrh. Drink coffee

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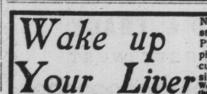
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