The Toronto World.

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THE WATERWORKS BYLAW.

The waterworks bylaw is heartily endorsed by the board of trade and the Manufacturers' Association, and it looks like a sound business proposition.

The tunnel will give absolute immunity from danger of pollution from bay water. The capacity of the existing conduits is 30,000,000 gallons, and when the lake falls below zero this quantity is reduced and it becomes impossible to maintain a full reservoir. The northern part of the city, east of the River Don, which is supplied from the main pumping station, has barely enough supply for domestic purposes, and absolutely no fire protection without fire engines. The proposed tunnel will have a capacity of 75,000,000 gallons, and the steel conduit a capacity of 45,000,000 gallons. This will ensure a supply for 400,000 people, which can be increased by a second conduit to a supply for 750,000.

The proposed 36-inch main on Bathurst-street will enable the reservoir to be filled in two or three days, instead of in two weeks, as at present. The pressure in the down-town districts will be maintained whenever it may be necessary to shut down the engines. The high level district will have an ample supply always, and for all purposes. At present, when the reservoir is empty there is no supply for fire protection, and with an empty reservoir and low water in the lake there is barely enough for domestic purposes.

The 24 and 16-inch mains on Front, Sumach and Queen-streets are required to supply the district east of the Don, and the manufacturing district east of Church-street and south of Queen-street. The present 12-inch main on Front-street gives a totally inadequate supply, and a large fire would demonstrate this in a disastrous way.

Similar reasons can be given for the new 12-inch mains on Queen-street, from Dundas to Gladstone-avenue, and on Strachan-avenue to the exhibition grounds, which are required for Parkdale and for the manufacturing district west of Strachan-avenue. The new mains from the high level station and down St. George to Bloor-street are required to give an adequate supply to the high level district between Parliament-street and the Junction and south to College-street. This district is growing so rapidly that the increased supply is absolutely necessary. The concreting of the reservoir, to cost $35,000, is required for sanitary purposes, and for protection from accidents.

The expenditure for all these purposes will mean an annual charge of $48,263 for interest and sinking fund. Against this is to be placed the probability of increased revenue. The increase in revenue from waterworks between 1902 and 1903 was $29,646. We may expect an equal increase in 1904. In two years the increased revenue will probably meet the annual instalments of interest and sinking fund, and there will be no additional taxation. There will also be a saving of at least $5600 a year in the operation of the new 15,000,000 gallon engine.

A GOOD DAY'S WORK.

Mayor Urquhart deserves credit for the fight that he put up for the City of Toronto before the private bills committee in regard to the street railway bill. The Hon. John Dryden, Mr. Foy and Mr. Downey were also found on the side of the public. Mr. Bicknell, K.C., had a perfect right to do the best he could for his client, the company, but when he said that some of the complaints against the company were newspaper talk, he talked nonsense. The newspapers have not told half the story of the hardship and inconvenience suffered by passengers this winter. The company had better own up and promise to do better.

There is not much consolation in Mr. Bicknell's statement that the summer will soon be here, and that there will be plenty of open cars. In the summer many citizens find relief in bicycles. A great deal of the summer traffic is riding for pleasure, a good thing in its way, but not so important as the business of carrying people from their homes to their work and back. If the company would show as much zeal and enterprise in this as in carrying passengers to a pleasure resort there would be little ground for complaint.

Mr. Carscallen thinks it would be difficult to define the obligations of the company to the citizens. We might answer that its duty is to provide people with seats, and carry them to their destination. But there are times when people would be satisfied with less than this; when standing room, inside or outside, would have been regarded as a tremendous boon. Mr. Carscallen need not run away with the idea that the people of Toronto are unreasonable, and are demanding luxuries in the way of street car accommodation. They have shown most wonderful patience, and they deserve the utmost consideration at the hands of the legislature. The private bills committee has done well so far, and we hope it will not grow weary in well-doing.

TORONTO AND CONSERVATIVES.

The two chief corporation men in Ontario are Hon. William Mulock and Hon. John M. Gibson. Mr. Gibson "sewed up" the City of Hamilton forever to the local gas company, and Mr. Mulock is anxious to repeat the process in Toronto. No single individual in Ontario was, is and will be so influential an ally to the Ross-Gibson government in their past and future struggles as Mr. Mulock was and will be. He can put more forces at work to help them, especially in the dire moment, than any other public man at Ottawa. But the Conservative lawyers up in the legislature are most of them turning hand-springs to help the Consumers' Gas bill, which is Mr. Mulock's bill, thru this session. The thanks they will get will be that Mr. Mulock will turn on the whole force of the Dominion government to once again help the Ontario Liberals across another election field. The corporations are all determined and committed to Ross, are committed to go against Mr. Whitney and his followers, but the bulk of these gentlemen seem only too anxious to put legislation thru that is against the people, is for the corporations, and once thru makes the corporations throw their entire influence with the Liberals in elections.

Mr. Lucas, Mr. Hanna, Mr. Carscallen, Col. Matheson, Mr. Mahaffy, Mr. Whitney should think of these things.

If ever there was a city that stood by Conservatives in Ontario politics, it has been the City of Toronto; and if ever there was a city that was deserted in her hour of need by the Conservative party in the chamber it was Toronto. For instance, A. B. Aylesworth, in the service of the Consumers' Gas Company, saw fit to throw out the old cheap taunt of Hogtown, and yet not a single Conservative lawyer resented an insult toward a city that has given four solid votes for years to the Conservative party; indeed, they were seen to join in the snicker of the Liberals, who have no love for so Conservative a centre. Toronto could have had anything she wanted in the way of public ownership, or other desirable legislation if she had been ready to barter the votes of her members for it with Mr. Ross; but not caring to barter thus ignobly she has been deserted every time. Toronto will not stand such treatment for ever.

CANADA'S NATIONAL PROGRESS.

It often pays to kick. The outspoken protest of the Canadian people over the Alaskan boundary award was not in vain. Lord Lansdowne has become a decided advocate of maintaining Canada's territorial integrity and apparently he has been successful in negotiating a settlement of the French shore question of Newfoundland, and in that way removing a chief obstacle to negotiations for the entrance of the ancient colony to the Canadian dominion. The New York Tribune has, in generous language, admitted "Canada's title to independent sovereignty [on this continent] as good as our own." The New York Sun, which for forty years preached the doctrine that we were a menace to the great republic, whose only destiny was annexation, has changed its tune. The Sun office was at one time the headquarters of the commercial union movement, when that movement spelt annexation. We accept The Tribune's magnanimous admission of our right to independent existence on this continent, but we cannot agree with its statement that the public men of the republic never disputed it. Unfortunately, public men and influential newspapers have so declared themselves either in outspoken words or by veiled insinuations hundreds of times. It must also be remembered that The Tribune is probably speaking for the Roosevelt administration.

Another noticeable fact is pointed out by The Saturday Review, namely, that as soon as the United States saw what retaliation on the part of Great Britain meant, and what a reciprocal preferential tariff meant for them, they suddenly set about showing how ready they were to make a treaty of reciprocity with Canada.

To-day we seem to have the good offices of Great Britain, France, and the United States. But we enjoy them because we have declared our national manhood.

And those politicians among us who are declaring that Canada has all the freedom she ought to have in the way of making treaties are not in line with Canadian sentiment. There can be a great improvement in the lines proposed by Sir Wilfrid Laurier without jeopardizing the imperial tie. They should read Sir John Bourinot's Life of Lord Elgin if they wish to realize how progressive the idea of self-government is, and how it must steadily move along with the times if the imperial bond is to grow, not weaker, but stronger. The more power we have to manage our own affairs, the more lasting and stronger the union between motherland and daughter state.

A SOCIAL BLOT.

The old Duke of Cambridge received a magnificent funeral yesterday—the greatest funeral of an English soldier since that of Wellington. The King and Queen were there in the Abbey. The report goes on to say:

Thereafter the body of the "old Duke," as he was affectionately known to the public, was taken to Kensal Green Cemetery and buried beside that of his morganatic wife. * * Among the principal mourners were Admiral and Colonel Fitzgeorge, the late Duke's sons.

The King of England would do a popular thing if he showed his respect for the marriage relation as viewed by all his subjects by repudiating once and for ever that disgraceful German thing known as a morganatic marriage. An English woman ought to be good enough for the wife of any English prince. The late duke's wife was a worthy woman, and her sons are respected in the highest circles in England. What the King should do is to ennoble the eldest son, simply as a protest against a miserable German piece of snobbery. The pretensions of German royalty to be above earthly law and custom—its claim to a kind of divinity that is sacrilegious, is doubly sacrilegious when it involves the sanctity of marriage. There can't be two kinds of marriage relation even for princes in England.

AID FOR SCIENTIFIC EDUCATION.

The Alumni Association of the University of Toronto will meet the Ontario government to-day, and present facts and arguments in support of the application for aid for the department of forestry and for a building for the department of physics. The grounds on which this assistance is asked have been several times set forth in The World, and they are fully described in a memorandum that will be presented to the government to-day.

It is understood that the government's attitude is sympathetic, and that nothing is required but an assurance of public support for the proposal. On this point we feel sure that the government need have no misgivings. The university is the people's university, and in dealing with it liberally the people help themselves and their children. The scientific departments of the university are closely bound up with the development of the natural resources of the province, and we may be sure that liberal aid to the university is an investment that will yield a rich return.

MUNICIPAL OWNERSHIP IS GOOD BUSINESS.

In a paper by Professor Mavor, Toronto University, on municipal ownership of public utilities, it is declared that public ownership might be supported on "sentimental or impulsive" grounds, among others. The view is that the service must be taken out of the hands of the company "even if the transaction should result in a pecuniary loss." This is quoted, not as a complete description of Prof. Mavor's position, but to illustrate one of the common arguments against municipal ownership.

Advocacy of municipal ownership is based, not on sentiment or impulse, but on business considerations. Private control of street railways, waterworks, gas and electric systems, telephones, etc., is wasteful, improvident and unbusinesslike. What business man, in his private affairs, would engage an employe for thirty years, so that no matter how he blundered or misbehaved, he could not be dismissed? A man who did that, except under the stress of absolute necessity, would be put down as a lunatic. Yet that is what a city or town does when it grants a street railway, lighting or telephone franchise to a private corporation.

The municipality, under these circumstances, is bound hand and foot. The private corporation, if it is supplying a necessary of life, has every temptation to do ill, and little inducement to do well. In some cases a possible loss of custom may frighten it into fair dealing. But in others the customers cannot help themselves. For instance, people who live three or four miles from their workshop or place of business must take any service that a street railway chooses to give them.

It is true that a company may be influenced by a desire for the renewal of its charter. But this operates only during the last two or three years of the term. If it makes a great show of repentance then the public will probably forget its previous sins.

The boasted business ability of private corporations is shown, not so much in public service, as in putting away profits and earning dividends. All this is saved under municipal ownership. For instance, to-day a vote is being taken on a bylaw to spend a million dollars on the city waterworks. An annual payment of $48,000 will meet the interest and extinguish the debt; and it is expected that even this payment will soon be met by increased revenue.

If a private company were spending a million dollars on waterworks, they would expect a return of at least 10 per cent., or $100,000 a year, not for a few years, but in perpetuity. By watering stock and other devices they would probably make their million dollars yield at least $25,000 a year. All this is saved under municipal ownership.

KINGSTON SHOULD GO AHEAD.

The Street Railway Company, like all of its kind, turns openly into a public enemy the moment the City of Kingston decides to take over the local power and gas plant and threatens to go into competition with the town plant in supplying the public. As usual there is no Conmee act restraining a private company starting in to compete with a public plant after the latter has come into operation. Why doesn't Mr. Conmee start to weep in the legislature on behalf of the city thus unfairly threatened.

The World takes no stock in the threat of the Folger combination to start a rival plant. But let them try it. If ever Kingston lets the Kingston Mills people put up a pole on their streets they will make a fatal error. If the Kingston Mills people have surplus power to sell—and so far they've done nothing but talk, not having spent a dollar—cheaper than what the city can produce it, the city will be only too glad to buy it in bulk and distribute it over the municipal wires to whomsoever may be willing to purchase it. But let no rival get a pole on the public streets. Let the Kingston Council, which has shown admirable judgment and enterprise so far, keep right on and take over the plant at the earliest possible date.

N.B.'S WEAK RAILWAYS.

Editor World: I see by the papers that the federal government propose to take over a railway in Quebec and another in New Brunswick, and run them as feeders of the Intercolonial. This suggests to me that the Intercolonial ought to take over several of the small roads that are adjacent to it and run them in a businesslike way; and I am quite sure that they could be made to pay, and pay handsomely under proper management. They are not so run now. These railways obtained both federal and local subsidies. Their bonds were sold in England, and except in a few cases, default in principal and interest has been made. They are now run in haphazard way, either by stockholders or bondholders. The rolling stock is dilapidated and the roadbed little better. Trains start on time or not on time, as it suits the management; and owing to lack of rolling stock the public are not properly served. On a recent visit I noticed the Temiscouata and the Caraquet, a road running out of Bathurst, N.B. Tho I have not agreed with your views in respect to government ownership I am now beginning to see that it would be better for the government to take up those small roads and operate them in connection with the Intercolonial. I certainly would not advocate government purchasing them, but I fail to see why the government should not lease them at moderate rents and run them to the satisfaction of the public. It is a shame that bonds should be sold in England and no effort made to pay interest to bondholders. Both the Grand Trunk and the Canadian Pacific have taken over branch lines and arranged them at a moderate rental; why cannot the government operating thru the Intercolonial secure the efficient running of these roads on similar methods? I should say that all those roads would pay if properly manipulated. The rental needn't be a large one, and I am quite sure it would increase the receipts of the Intercolonial. A fish dealer at the terminal of the Caraquet Railway told me that he could not at any time get cars sufficient for his purpose, and such as he did get were in a disgraceful condition, so much so that he had to ship to Newcastle by water instead of over the railway at his own door. This is one of many instances, and if the new minister of railways, who comes from that country, has any snap in him he will see the point. The government should take the authority from parliament to deal with such cases where they can be switched on to the government system.

A. D. W.

Everyone seems ready to unload weak roads on government; where only weak roads are government owned or government leased it follows that public ownership can make but poor showing. The road The World would like to see the state take over is the Grand Trunk. Then there would be a showing. Any attempt to have the state take over roads that have been wrecked by their promotors and have the state assume bonds or shares now in default would not be good policy. And this is the very thing that would be attempted. If bondholders in possession are content to lease or sell without regard to their losses, simply on the merits of the proposition, all well; if not, then the state must refuse to be the guarantor of loans that were carelessly made. Ed. World.

TORONTO'S NEEDS.

Editor World: Ex-Ald. Davies seems to have waked up too late. If he had begun the discussion as to where to place a new reservoir and a new intake for our waterworks a few weeks ago something could have been done towards the inauguration of a properly comprehensive plan for making the changes needed now that Toronto is ceasing to be a mere market town and is beginning to be a city. We require:

1. A water supply that will be and must remain free from danger of contamination by sewage. Therefore we also need
2. The regulation of our own sewage and that of the suburban villages east and west of us. This involves
3. The union with this city, either municipally or under some legalized system of joint control, of the towns in our neighborhood. Also
4. The scientific treatment of our sewage problem, which should carry with it
5. The straightening of the Don,
6. The purification of Toronto Bay,
7. The creation of a new water front and better communication with the island.

As we are in the hands of an inefficiently controlled bureaucracy, I see no hope that these important subjects, to which as many more might be added, such as:

(a) The completion of intercommunication, by aid to the street railway,

(b) The laying down of rules for the supply to houses and factories of electrical power,

(c) The arrangement of routes for bringing freight to the city market, will be considered, as they ought to be, as parts of one great plan of city development. We are being rushed into a patchwork act of waterworks repairing, on a plan devised a dozen years ago and properly rejected then. Since it was formulated new principles have been established, new practice introduced, even new materials made available. With a city council composed as ours is, elected as ours has been, controlled as we all know it to be, I see little chance of getting what we need done at any reasonable cost or in an efficient way. It is possible, perhaps, that when this first million is voted, the precursor of many more, the plan of the engineers' office may be submitted to some special committee for a report on the corporative merits of tunneling here or resorting to a new reservoir at Scarboro. A short month would be time enough, and much less money than has been wasted in a futile investigation into election frauds. But interested rings will scarcely allow of enquiry.

Arthur Harvey.

80 Crescent-road, March 22, 1904.

TALK TO GOOD PURPOSE.

(Kingston Whig, March 20.)

Mr. Maclean on Saturday night gave an address on public ownership which was admirable in every respect. He manifested a thoro acquaintance with the subject, and cited the experience of countries and cities which had made a fair and honest trial of public management of the public utilities. The one aim should be, of public owners, to give the largest measure of benefit to the largest number of people at the minimum cost, to take the lean with the fat, to exercise enterprise for wholly unselfish purposes.

The spirit of the man was praised by those who took part in the meeting, and it deserved their special mention. Mr. Maclean has adopted public ownership as the issue of the hour. He has, he says, pinned his future to the movement, and he is anxious to see it succeed. In parliament he occasionally rises in advocacy of it. Sometimes he is heard to advantage and sometimes he is not, but he keeps on, and he hears from friends enough at times to encourage him in the work. The lessons of Europe are inspiring. In the old land and in its principal cities, the people are working out their problems with marked success, and their example is an inspiration to Canadians. The personal interest of Mr. Maclean in the Kingston campaign has been demonstrated in several ways, and more particularly by his address on Saturday evening. He paid the expenses in connection with it and spoke with clearness and moderation. As the expression of a man who had no personal purpose to serve it was a unique performance.

KINGSTON'S EXPERIMENT.

Hamilton Herald: Evidently the principle of municipal ownership has taken a strong hold on the people of Kingston, Ont. Yesterday, by a vote of 1397 against 37 the ratepayers of the old town ratified a bylaw to raise $182,600 for buying out the plant of the Kingston Light, Heat and Power Company and defraying the cost of arbitration. The city will take over the plant and begin its experiment in "municipal trading" on July 1. The results of Kingston's experiment will be watched with interest by other Ontario municipalities, and the measure of success which this municipal enterprise meets will probably affect the action of a number of cities and towns where the subject of municipal ownership is under discussion. It is therefore a matter for regret that the Kingston council will not have a free hand in putting the principle into practice in the supplying of light, heat and power, but will be handicapped by competition. The existing company will continue to operate the street railway, and the announcement is made that it will generate more electric power than it needs for its own use and sell the surplus for purposes of heat, light and power. In spite of this competition, however, the municipal service, if managed with prudence and energy, should be a commercial success, altho it cannot be expected to succeed so well as it would under monopoly conditions.

QUEBEC AND COLONIZATION.

Legislature Just Opened Will Make It Feature of Session.

Quebec, March 22.—The provincial legislature opened this afternoon with the usual ceremonies attending such an event. The speech from the throne congratulated the members on the continued great prosperity of the province, and on the remarkable progress effected on the development of its resources during the past few years."

The negotiations with the Dominion government as to fisheries are hopeful.

The importance of colonization work, "which seems to be the chief factor in our prosperity, and whose success will assuredly decide the role of this province in the confederation" will be reported upon by the special committee appointed.

The importance of the re-adjustment of provincial subsidies, as provided last session, is being seriously considered by the federal government.

Among the bills to come is a measure concerning the revision of statutes passed since 1888, and another respecting accidents incident to labor.

There is again a surplus to announce.

Protestant Union.

Hos the time come for the organic union of the Protestant churches or denominations? Union is in the air, and so far as spiritual union is concerned the churches are more evidently united than ever before. In all essential points they are one in doctrine, and more than ever do they rejoice in each others prosperity and co-operate in legislative and moral reform. Again and again are they seen on the same platforms pleading eloquently and earnestly for those things which are for the uplifting of the race. But more than this is now desired by the Protestant churches. The great majority, both of the laity and clergy, are looking to an organic union which shall obliterate all sectarian lines, so that there shall not only be one flock but also only one fold.

These denominational divisions have been the pallisade of the Pope and the laughing stock of the sceptic. But, after all, have not these divisions been providentially permitted, and have they not served a wise purpose. That they have been providentially permitted is evident from the fact of their existence, and there is strong ground for believing that they have been allowed for a very definite purpose.

A few months ago I was in London, England, and attended the church of which the celebrated Dr. Horton is the pastor. He was not in the pulpit himself, but a learned college principal, whose name I cannot now recall, preached from the text: "For there must be heresies among you that they which are approved may be made manifest among you." 1 Cor. ii., 19. But the preacher gave the verse another rendering. He said the true rendering was: "For there must needs be sects or denominations among you that those things which are true may be approved among you." And he went on to say: What does this mean? How can denominational divisions lead to the approval of those things which are true. The answer is very evident. In the present imperfect condition of the church, if all Christians were enclosed within one fold, one denomination, one organic church, what would be the result? What is the result, de facto, in the Roman Catholic Church, which includes about one-third of the nominal Christians of the world, who are all subject to one professedly infallible head? The result is a suppression of discussion in regard to those doctrines upon which the Pope has, ex cathedra, placed his imprimatur. Now the London preacher went on to say, what Paul meant by this text which he rendered as above is this, that these denominational divisions, or, if you please, these sects, in the church afford an opportunity for discussion and comparison of the different views held as to the meaning of Scripture, which would be impossible if the church were all comprehended in one organic whole. And this discussion and comparison of the different views is a sifting process by which eventually the false is rejected and the true approved.

Now, perhaps the Protestant churches have reached that stage in which they see eye to eye sufficiently to make the organic union sought harmonious and workable. Organic union of the churches as well as the spiritual union is doubtless the ideal condition if they are ready for it. But such a union will require that any remaining differences shall be held in abeyance, and that some of them, such as Calvanism and Armenianism shall be relegated to the region of philosophy to which such differences belong, for the question between them is chiefly a question of the will, psycological rather than theological. And just as people of different politics get on amicably in the same church, so ought people of different philosophical views. Let there be union in essentials, liberty in non-essentials, and charity in all things, and such a union of the church as is sought for would be a glorious consummation.

Freedom and Union.

Chinese Like Canada.

Victoria, March 22.—The British Columbia government learned last night from London that the Chinese government has made a proposition to the effect that the Chinese government, having agreed to restrain its subjects from emigrating to the Transvaal, asks the British government to allow Chinese immigration into British Columbia under very much easier conditions, and hinting at the abrogation of the $500 per head tax now imposed.

The members of the provincial government say it is absolutely preposterous, and they do not believe that anything of the kind is contemplated by the royal government.

Combes Will Not Resign.

Paris, March 22. — Prime Minister Combes to-day denied the reports that he will immediately retire from the premiership, and proposes to pursue to the end the work he has undertaken, in connection with the suppression of the teaching orders, which will probably be passed ina fortnight, when the premier's main work will be accomplished.

ROUGH ON WHISKY.

Gave Samaria a Fair Trial and Proved It a Success—Man Had Been Drinking 30 Years—Now Cannot Bear the Smell of Liquor.

Fournierville, Ont., Aug. 11, 1902.

Dear Sirs,—I gave your Samaria Prescription a fair trial and it has proved a success. I wish you to send me another treatment for another patient who is a heavy drunkard. In the last case the patient took the remedy himself. I hope to be able to send you his name soon, as he intends giving it as a testimonial. He had been drinking for the last thirty years, and now he cannot even bear the smell of liquor.

Send this new treatment in my name, as it is for some friends. Yours truly, Ludger Martin.

Enclose stamp for free sample and pamphlet to Samaria Remedy Co., 25 Jordan-street, Toronto. Also for sale at Bingham's Drug Store, 100 Yonge-street.

THE T. EATON Co. LIMITED
190 YONGE STREET, TORONTO.

Big Tie Chance

Up-to-Date Neckwear at Very Low Prices.

No wonder our buyer says, regretfully, "It's just giving them away." There's very little metaphor about these words, and very much of straight fact, as you will see by reading the list below—as you will especially see when you see the goods. Better come Thursday and get the cream of the cream.

13,320 Men's Ties to sell at half price and less on Thursday, Friday and Saturday. Up-to-date shapes and colorings.

See Yonge Street Window

178 Dozen Men's Fine Silk and Satin neckwear; latest shapes in large flowing end four-in-hand and shield knots; made from fine English and American silks; choice selection of patterns in the latest designs in light, medium and dark colorings; regular 50c; Thursday ..... .19

200 Dozen Men's and Boys' Fine Silk and Satin Four-in-Hand Ties; good lining; full length; neat and fancy patterns; in light, medium and dark shades; regular 12 1-2c and 15c; while they last, Thursday 5

NOTE—We will sell only 4 Ties to any one customer.

Clothing for Men and Boys.

Men's Black Leather Coats, oil tanned, heavy cottonade and canvas linings, heavy dome fasteners, suitable for teamsters or lumbermen; sizes 36 to 44; regular $4.00—Thursday 2.89

Men's Waterproof Coats, imported English Covert Cloth, rubberized, dark fawn shade, seams sewn and taped; velvet collars; regular $10.00, Thursday 6.99

Boys' two-piece Suits, in dark Domestic Tweeds, single-breasted Coats, neatly pleated, good lining and trimming, regular $2.75 and $3.00 values, Thursday 2.10

Stationery for Professional and Business Men

If you are a professional or a business man, don't be worried by the petty annoyances of poor stationery. Good, reliable writing material costs no more than inferior grades, when they are bought at EATON'S.

Self Acting Board Files ..... .40
Shannon Board Files 1.00
Hand Letter Press 5.00
Reporter's Note Books, 164 pages 5
Foolscap Paper, ruled faint, per quire 8
Foolscap Paper, ruled margin, per quire 8
Sermon Paper, package ..... .35
Octavo Pad, 100 sheets, plain or ruled, each 7
Larger size pad, 12 1-2c
Heavy Glass Ink Bottles, 10c, 25c and ..... .35
Heavy Ink Stands, two bottles 1.00
Stephen's Blue Black Ink, per bottle 5
Stephen's Quart Bottle Writing Fluid ..... .70
Newspaper Wrappers, fifty in book ..... .10
Blotting Paper, large sheets, 2 for 5

Timekeepers and Muff Chains.

100 Boys' Nickel Watch, stem wind and set, reliable American movement, every watch guaranteed and accompanied by a gilt chain or a nickel or silk fob, regular $1.35; Thursday ..... .95

Alarm Clocks, nickel cases, plain 4½ in dial, loud, clear bell alarm, regular $1.00, Thursday ..... .69

Oxydized Muff Chains, set with turquoise or pearl; also some plain link and rope patterns, regular 35c. to $1.00, Thursday ..... .23

Seasonable Basement Offerings

Our daily Basement offerings are always timely and seasonable,—just now they are extremely so, by reason of the close proximity of the Spring housecleaning. Numerous are the needs that will be disclosed by this inventory-taking event. At Thursday's prices many can be supplied at very radical reductions, if you shop early.

In our Dinnerware Section we have a line of odd dinnerware, suitable for socials or restaurant use. This ware has a neat peacock green floral and panel decoration. The assortment consists of: Cups and Saucers, regular $1.20 per doz; Tea Plates, regular 65c doz; Breakfast Plates, 85c doz; Dinner Plates, regular $1.00 doz; Thursday, each 5

125 only Platters and Covered Vegetable Dishes; to match the above pattern; regular 65c and 85c each; Thursday ..... .35

45 only Cut Glass Nappies or Bon-Bon Dishes; with handles; round and three-cornered shapes; a very pretty pattern; regular $1.25 $1.50, $1.75 and $2 each; Thursday ..... .99

15 only Boys' Striking Bags; fitted with bladder; regular $1.25, $1.50 and $1.75; Thursday ..... .95

100 Fibre Lunch Boxes; strongly made and waterproof; regular 20c; Thursday ..... .10

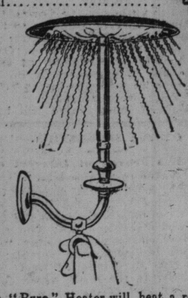
144 Nickel Plated Tea and Coffee Pots; copper bottoms; holding 4 pints; regular 60c; Thursday ..... .29

Splint Clothes Baskets, size 25x17x8, well made, regular 22c, Thursday ..... .15

Solid Iron Sets, consists of 3 Irons, one handle and stand. One Iron is suitable to use for sleeves, flounces or children's clothes. Regular $1.25 set, Thursday ..... .75

The Ideal Food Cutter is the most up-to-date article for preparing meats, vegetables, etc., for cooking. Special price 1.15

Breeding Cages, well made, special ..... .90



The "Pyro" Heater will heat a room in a very short time. This is the latest and one of the most satisfactory heaters on the market. Easily attached to a gas jet. Special ..... .60

We have a choice line of English Riding Saddles, gentlemen or ladies. Men's special is the leader, $19.00; cheaper lines as low as $9.50 and better ones up to 30.00

EARLY CLOSING REFORM—STORE CLOSES DAILY AT 5 P.M.

ODD INCIDENTS.

W. Hodgson Ellis, M.A., M.B., in an article on the late Prof. E. J. Chapman, in The University of Toronto Monthly, says:

On entering his bedroom one evening, about dusk, he thought he saw his mother, who was then at an advanced age, sitting up in bed, wrapped in a little India shawl which he knew well, but which he had never seen her wear. The shawl had been given to her by a relative who had died in India. Her children, when dressing for charades, had often coveted it, but were never allowed to touch it. He spoke to her, but as he spoke the vision faded. He attributed the phenomenon to some disorder of vision produced by temporary indisposition, but he was unable for some days to shake off the feeling of apprehension caused by the incident. The next English mail, however, brought him a cheerful letter from his mother, telling him that her health had been unusually good, and discussing pleasantly some books she had been reading. He dismissed the occurrence from his mind; but the next mail brought the news of her death at an hour coinciding with that at which he had seen her image. On enquiry, he learned that for several months before her death she had taken to using the shawl in question, and that she was wearing it when she died.

Wreckage Indicates Disaster.

Victoria, B.C., March 22.—Wreckage has been found at Coronation Point, on Vancouver Island, indicating that the Lamorna of Glasgow, which cleared from Port Blakely on March 2, and since unheard of, has been lost. She was steel built and 2500 tons register.

A package of deer skins, such as part of the cargo of the overdue Queen City of the C.P. Navigation Company line has also been found.

Wedding Party All Jailed.

Port Huron, March 22.—Several weeks ago William Cousins was married to a Mrs. Austin, who already had two husbands, and was arrested for bigamy and sentenced to two years. Mr. and Mrs. Cronkhite stood up at the wedding. Cronkhite has since been sentenced to two years at Jackson Prison, Mrs. Cronkhite was convicted of being disorderly, and Cousins himself is now serving time.

Pope Received Archbishop Begin.

Rome, March 22.—The Pope to-day received in private audience Archbishop Begin of Quebec.