

## The Toronto World

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### ONTARIO'S VITAL INTEREST IN SILVERLAND.

Toronto has many sources of growth, but the two most promising ones at the present time are cheap electric power and the development of Silverland to the north. The trade of the new silver country promises to be of surprising extent, and is besides right at our doors. This trade belongs naturally to Southern Ontario, both as a supply point and as a manufacturing centre, and it is the duty of the province and the people of the province to see that that trade is kept for this province by the best possible railway, telegraph and telephone connection. Montreal may reach out for it!

We publish in our news columns an interview with Mr. Englehart, the public-spirited chairman of the Temiskaming and Northern Ontario Railway Commission. Mr. Englehart is conservative in method and with a deep sense of the responsibility he owes to the province and the people. Yet he sees the need of activity on the part of Ontario if we are to hold that trade, and to hold it for THE PEOPLE'S RAILWAY, which first opened up the Temiskaming country of Ontario. We wish, however, he could see a little more quickly the importance of building a branch from the main line, west to Elk City. On this road there are now nearly two hundred trains righting in supplies and building material. Mr. Englehart hopes to have the rails into Elk City before the end of summer. So far so good. But we wish he had the courage and the conviction to recommend an immediate line right from, say Charlton or Earlton (on the T. & N. O.), to Sudbury (via Elk Lake), and from Sudbury on to the Georgian Bay! If the national or provincial line were at Sudbury we'd have two direct lines from Toronto, (the Canadian Pacific and the Canadian Northern), and we'd have a third avenue if the province-owned line were built from Sudbury to a Georgian Bay port. Why shouldn't we have the Canadian Pacific, the Grand Trunk, the Canadian Northern, and the steamboat lines all supplying traffic for the state-owned road? But to do this the state road must be THERE, not in the future.

As for telegraphs and telephones why cannot Mr. Englehart's commission string a wire from Charlton or Earlton to Sudbury, via Elk City and Georgian Bay? Two gangs could put it up in ten days! This is the first quick move in this age of live wires!

### SLEEPING CAR RATES.

Commissioner Franklin K. Lane of the U. S. Interstate Commerce Commission, has been investigating the earnings, expenses and operating methods of the Pullman Company, with a view of determining the reasonableness of the rates charged the public for sleeping car service. The enquiry was instituted upon the complaint of George S. Loftus, that the rates between Chicago and St. Paul were unreasonable and excessive, and that the company should only charge one-half as much for an upper berth as for a lower berth, Chicago and St. Paul are 400 miles apart—a night's journey—and the present flat rate is \$2. The complainant insists that the tariff should be reduced to \$1.50 for a lower berth and 75 cents for an upper.

The hearings, which terminated at Chicago last week, attracted wide-spread attention. While the testimony was, in the main, directed to showing the capital invested, the earning capacity and the operating expenses of the Pullman Company, popular interest centred in the effort to get a reduced rate for the traveler who is compelled to get in and out of his bed with the aid of a ladder. Yet the business details were not without interest. They showed that the company had increased its capital stock from \$1,000,000 to \$100,000,000, and during the past ten years had distributed \$30,000,000 in dividends. Hearty laughter greeted the statement made, in a husky voice, by William Hough, assistant auditor, that the company was engaged in a "precarious business." Later on, the general manager stated that the company claimed to make from 15 to 20 per cent. upon the capital invested.

"Our railway commission has never attempted to regulate the sleeping car business in Canada. It doubtless has the power to do so; if not, jurisdiction should be conferred by parliament. The matter of charging different rates for upper and lower berths is one that ought to be taken up. The companies say that 'one berth is as good as another,' but some people are physically unable to use the upper berth, and, to many travelers, especially ladies, the upper berth is inconvenient and distasteful. Between Chicago and the 'Twin Cities' during the past year, there were 7,081,233 lower berths occupied, as against 1,737,500 uppers. Between Boston and New York the rate for an upper is \$1.50 and for a lower \$2. Yet the lower is always taken first.

It would seem only good sense and fair play to readjust sleeping car rates, and we believe they can be materially reduced without any injustice to the companies.

### HAMILTON'S FREEDOM IN SIGHT.

The World is confident that the opinion of Judge Anglin will lead to the City of Hamilton becoming one of the subscribing municipalities supporting the public power proposition of the Ontario Government. Judge Anglin's opinion in substance is, that the bylaw already passed by the council of the City of Hamilton for a deal with the Cataract Power Co. is only good for one year, and will have to be renewed by the council of next year, and renewed for every year thereafter, unless some other deal can be made which will sew up forever the City of Hamilton.

The Hamilton Herald is not so hopeful as The World is that public opinion will defeat the aldermen who have formed a ring, and as The Herald says, a Conservative ring, to stand by the Cataract Power Company. Our opinion is that when the electors in Hamilton see the real situation they will vote for men in favor of the public power proposition, and against the Cataract Power Company, whose charges, whatever they may be on paper, ARE THE HIGHEST POSSIBLE THAT THEY CAN TAKE OUT OF THE ORDINARY EVERYDAY CITIZEN for the lighting of his house. The working man of Hamilton is to be charged the top-notch price if the Cataract Power Co. can have its way. IF THE BOOK POWER POLICY IS SUPPORTED IN HAMILTON THE WORKING MAN WILL GET THE CHEAPEST POSSIBLE LIGHT FOR HIS OWN HOUSE, AND THAT IS HIS MAIN INTEREST.

The Government of Ontario will now see that they must protect their public power policy, which has almost the unanimous support of the people, from practical invasion by the people, in municipalities who can easily be surrounded by the various devices and schemes of the electric ring to throw down public ownership, and to ride with private companies like the Cataract Power Company. So much wrong has been done the public in this way that in several of the United States it is now impossible to part with any public utility franchise in a city without the consent of the people. For instance, in the State of Massachusetts no franchise can be parted with unless the electors of the electors voting declare in favor of the proposal.

MR. WHITNEY IS BOUND TO PROTECT HIS PUBLIC POWER POLICY IN THIS PROVINCE FROM THIS KIND OF ATTACK, AND WE SEE NO WAY OUT OF IT OTHER THAN THAT AT THE FORTHCOMING SESSION OF THE LEGISLATURE AN ACT BE PASSED IN THIS DIRECTION. This will stop any more of this pravity, and there is no other way than placing for the men and the aldermen of the City of Hamilton who in the face of a large publicly-declared majority of the people in favor of the Hydro-Electric Power proposition, when it was submitted a year ago, have tried, and are trying, to betray it.

### AN ACCEPTABLE MESSAGE.

A Telegram That Indicates That the Financial Depression is Over.

A strong evidence that the country's business is again approaching its normal condition is found in a telegram sent by the Manufacturers' Life Insurance Company to its agents a day or so before Christmas. It read "Hearty congratulations. Applications exceeded ten millions."

### AN ENDORSEMENT.

Editor World: I am so pleased at your fearless attitude and truthful articles on railroad franchises and hotel license reduction that I cannot help but congratulate The World. By all means keep at the good work. Give Custerfield and the czar of our city railroads a back seat, and have enacted the necessary law that will give the City of Toronto proper control.

I hope voters have read your good advice of the 22nd inst. "Do not Try to Ride Liberty Down." Every vote cast for the reduction of hotel licenses is a deliberate vote covered by legal form unless the city is prepared to pay in full all the hotel keepers may sustain, and also prepared to give employment at the same rate of wages as they are now getting to the 200 or more bartenders.

The hue and cry about drinking in Toronto is all rot. There is no better behaved people in general than we have here. Reducing the hotel licenses will not in any way help the cause of temperance. Gen. Neils.

## GOOD SOUND SENSE.

Proposed License Reduction Draws Strong Expressions from Toronto Business Men.

### True Temperance Not Served by Reduction.

Mr. E. B. Osler, M.P.: "I think the temperance cause is steadily and surely progressing in this city along rational lines, and these issues, such as license reduction and other questions, which arouse the feelings of the people, are calculated to retard rather than advance the cause of true temperance."

### Education, Not Legislation, Needed.

Mr. Frank A. Rolph, general manager and secretary of Rolph & Clark, Limited: "I am opposed to this idea of reduction entirely. Restrictive legislation does not appeal to me, as I am firmly convinced that almost every move in that direction leads to subterfuge and has a tendency to defeat the very object aimed at. It has been found in Continental cities, where these matters are left free, there is less abuse. People in this country are too prone to pin their faith on legislation, whereas what is required is a campaign of education along rational lines. Nothing is to be gained by compulsion. Liquor is intended for use, and the great object is to see to it that people are so trained that they will not abuse it." Mr. Rolph also thought it would be a distinct breach of faith if the city arbitrarily cut off 40 licenses, as proposed in the bylaw.

### Opposed to Hotel Reduction.

Mr. George H. Hees, president of George H. Hees, Son & Co., Limited, said he was utterly opposed to this agitation for a reduction in the number of hotel licenses. He had just returned from a city of 25,000 inhabitants in the States, where they had more licensed places than in Toronto. He thought it was the height of wisdom to leave well enough alone. If arbitrary legislation, as now proposed, was persisted in, the result would inevitably be an undesirable reaction.

### Hotels Well Within the Law.

Mr. I. F. Hellmuth, K.C., of Kingsmill, Hellmuth, Saunders & Torrance: "Last year, when the question of license reduction was before the City Council, I was retained by the Hotelkeepers' Association, and in order to familiarize myself with the situation, I visited 17 places, which I was informed were the most likely to come within the ban. I found all of them completely within the law, as far as could be ascertained, and decently conducted, with good, well-fitted lavatories, dining rooms, kitchens, and clean bedrooms, and all respectable in appearance. It seems to me that anyone who says that there are 40 disreputable places in this city should be asked to designate them."

### POSTAL SAVINGS ACCOUNTS.

Editor World: I see that the banks have come to an agreement to make up the interest on savings accounts half-yearly instead of quarterly, to conform with the policy of the government. Did it ever strike you that the Dominion Government is not dealing fairly with the people of Canada in its savings bank policy? The government borrowed \$5,000,000 in London a month ago, on which it pays 3 1/2 per cent. interest, but the same government has borrowed a great deal more than that from the people of Canada, thru the postoffice savings banks, and pays us only three per cent. interest. Why should not the people of Canada receive as high a rate of interest as is given to the money lenders of London? It can't be on account of the cost of clerical work in keeping the individual accounts in the postoffice savings banks, for I imagine that the discount commission, exchange and cost of forwarding the interest money to London each half year would balance the hire of clerks. Observer.

For the postal savings to pay 3 1/2 per cent. would force the banks to do the same, and might or might not be a good thing. But certainly there is no reason why the Dominion Government should not put its 3 1/2 per cent. on sale at every postoffice, of deposits of \$10 up.

The present month-to-month borrowing by the government is neither dignified nor profitable.

Just how far the government is justified in going into the banking business by receiving money on deposit, open to dispute. However, it is a mild connection which the banks in Canada hardly notice.

The government also provides a polite competitor in the matter of issuing paper currency.

There may be some changes in all these matters when the Banking Act is revised in 1910.

Writs Issued.

James Robinson of Montreal is suing J. C. Kelly of Toronto for \$250, alleged to be due on promissory notes and money advanced.

T. Davis claims unpaid damages from W. G. Charters for "personal injuries and injuries to property."

The John A. Bell Manufacturing Company Limited, has begun an action against A. W. McLaren to recover \$200 on a promissory note.

Charles C. Richardson sues Morris Berry to recover \$300, alleged to be due for goods sold and delivered.

John Best and Hartman Springstead sue Samuel Balson to recover damages sustained in going into the banking business in the rear of the plaintiffs' lots on the south side of Hogarth-avenue.

The O'Keefe Brewery Company of Toronto sues George Gray of Arden to recover \$250, alleged to be due for goods sold and delivered.

Dr. Harrison Should Win.

Dr. Harrison is probably more familiar with the trunk sewer and sewage disposal plan than any other member of this year's council, and should for this reason if for no other be recommended to the board of control for 1909.

No will was left by the late Edgar Cecil Devesel Temple, banker, of Toronto, who died in Quebec on Nov. 4. His estate is all personality, totaling \$35,125.

### IN THE LAW COURTS.

#### HIGH COURT OF JUSTICE.

Osborne Hall, Dec. 29, 1908.

Chambers.

Brodie v. City of Toronto-Telegraph (Kappele & Kappel) for plaintiff, obtained on consent an order dismissing action without costs, and vacating certificate of its pendency.

Town of Warton v. Canada Furniture Co.—A. B. Cochran, for third parties, the Canada Furniture Manufacturing Company, moved for order changing venue from London to Walkerton, W. H. Irving, for personal defendants other than McIntyre, supported motion. Peacheston, Aylesworth, for plaintiffs, contra. Upon plaintiffs undertaking to pay extra costs of trial at London, to other parties in any event, and to admit certified copies of all documents relevant, motion dismissed. Costs in cause. Leave to appeal on Thursday if so advised.

Nawn v. Banner Printing Company—John King, K.C., for defendants, moved for order for security for costs under R.S.O. c. 88, Sec. 11, G. B. Strathy, for plaintiff, contra. Motion dismissed. Costs in cause to plaintiff in any event.

MacKenzie v. Goodfellow—J. B. MacKenzie, plaintiff in person, moved for an order requiring plaintiff to plead notwithstanding the Christmas vacation. J. B. Jones, for defendant, contra. Motion dismissed. Costs in cause to defendant.

Jarvis v. Torney—J. Grayson Smith, for defendant, moved for order for security for costs under R.S.O. c. 88, G. B. Strathy, for plaintiff, contra. Reserved.

Brunkill v. Stewart—W. B. Milliken, for plaintiff, moved for summary judgment.

Cutts v. Merson (two actions)—John Jennings, for defendant in each action, obtained on consent orders dismissing actions without costs.

Leslie v. McKee—J. T. White, for defendant, moved for order for medical examination of plaintiff by means of X-rays. N. Ferrar Davidson, for plaintiff, contra. Motion enlarged until Jan. 7.

Bank of Nova Scotia v. Booth—J. B. McQueen, for judgment creditors, obtained on consent order amending former order as to time for return of commission.

Robertson v. Hooper—F. J. Dunbar, for plaintiff, obtained order extending time for delivery of statement of claim until March 1 prox.

Locke v. Toronto General Trusts Corporation—G. M. Gardner, for defendants, obtained on consent order dismissing action without costs.

Divisional Court.

Before Meredith, C.J., C.P. MacMahon, J., Teetzel, J.

Elliot v. St. Catharines—Judgment (L.) on appeal by defendants, the judgment of Anglin, J., by which it is declared that a certain bylaw for the construction of a sewer was not validly or legally passed by the council of the corporation, and that the defendants were perpetually restrained from constructing the sewer under the authority of the bylaw. The bylaw was attacked on the ground that it was promoted by one McBride, a member of the council, who was a property owner to be benefited by the sewer, and that it was finally passed at a meeting of the council, several members voting for its adoption, of whom McBride was one, and that by his interest he was disqualified from voting, and that it was not therefore validly passed, a two-thirds vote of the council, composed of ten members, being required to pass it. Held judgment appealed from should be reversed and

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## EATON'S THURSDAY BARGAINS

Store will be **CLOSED** Both Days **FRIDAY AND SATURDAY** THIS WEEK

The uninterrupted holiday from Thursday evening till Monday morning has been so much appreciated by our staff on past occasions that we shall again repeat it by closing on both FRIDAY and SATURDAY this week. We help you to anticipate your week-end shopping by these attractive prices for Thursday—which will be Bargain Day this week.

## Men's and Boys' Clothing

### MEN'S CLOTHING

MEN'S FINE AMERICAN-MADE OVERCOATS—Tailored in New York; these are made in 46 and 48-inch Chesterfield style, velvet collar, buff edge lapels and vent in back; the materials are plain and Oxford grey chevrons, also brown and grey, fancy chevrons; the linings and trimmings are of good quality, sizes 35 to 44 chest measure; regularly \$16.50, \$18.00, \$20.00, \$22.50, Thursday... 10.00

MEN'S HEAVY WINTER WEIGHT OVERCOATS—Kersey cloths, beavers, chevrons and tweeds, in blacks and greys—single-breasted Chesterfield; also a fine college ulster style, strong linings and trimmings, sizes 35 to 42; regularly \$8.50, \$10.00, \$10.50, Thursday... 4.95

HEAVY WINTER WEIGHT OVERCOATS—Made of black beavers, also fancy striped tweeds and chevrons; they are made single-breasted Chesterfield style, with velvet collars, Italian cloth linings, sizes 35 to 42; regularly \$5.00, \$6.50 and \$7.50, Thursday... 2.98

MEN'S TROUSERS—In heavy weight worsteds and good tweeds, dark striped patterns, well made, with strong trimmings, side and hip pockets, sizes 32 to 42; 42; price... 2.00

HOUSE COATS—Made from camel hair mixtures and English velours, a large assortment of patterns; some have reverse plaid lining, collar and cuffs; balances of many broken lines, sizes 34 to 42; reduced half price to clear; regularly \$6.50, Thursday... 3.25

### DRESSING GOWNS

Balances of broken lines; in camel hair mixtures and tweed effects, full length, some have reverse plaid collar and cuffs, good variety of colors, sizes 34 to 44; regularly \$6.50, \$7.50 and \$8.50, Thursday... 4.25

### BOYS' CLOTHING

BOYS' THREE-PIECE SUITS—Single-breasted sack style, made from all-wool tweeds and some fancy worsteds, dark grey mixed patterns, well made and lined, knee pants, sizes 29 to 33; regularly \$6.00, \$6.50 and \$7.50, Thursday... 3.95

BOYS' FANCY OVERCOATS—Russian style, made from Oxford grey chevrons and navy blue beaver and mackinaw cloths, velvet collars, buttoned close to throat, Italian linings, sizes 21 to 24; regularly \$4.50, \$5.00 and \$6.00, Thursday... 2.98

BOYS' AND YOUTHS' CHESTERFIELD OVERCOATS—Made from heavy imported Oxford grey chevrons and black meltons, long, loose-fitting, with deep vent, strong Italian body linings, good velvet collars, our best lines; reduced to clear; sizes 29 to 32; regularly \$7.50, \$8.00 and \$8.50, Thursday... 4.49

### MEN'S FURNISHINGS

MEN'S MUFFLERS—All white "Way" and "Monarch," two-dome fasteners on back, protection for throat and chest; regularly 35c, 45c, 50c and 75c, Thursday to clear, each... 25c

A final clearance of our fancy Christmas Combination Sets, com-

prising garters, armbands and hose supporters; regularly 75c and \$1.00, Thursday, each... 37c

MEN'S WHITE DRESS SHIRTS—Extra fine, imported, open back and front, with wrist bands, large court fronts, best finish, sizes 14 1/2 to 17 1/2; regularly \$2.00, Thursday... 1.00

MEN'S FLEECE-LINED AND SCOTCH WOOL UNDERWEAR—Clearing out odd lots, shirts or drawers in fleece-lined; shirts only in the Scotch wool, sizes in the lot 34 to 44; regularly 47c to 75c, Thursday... 29c

MEN'S FANCY COLORED NEGLIGE SHIRTS—Separate or attached cuffs, stripes, checks and figures; balance and broken lines left after the rush, sizes 14 to 17 1/2; regularly 50c to \$1.00, Thursday... 33c

### MEN'S FURS

MEN'S FUR-LINED COATS—All wool English beaver cloth shell, full box style, choice dark Canadian otter storm collars, extra quality Spring muskrat lined, even-lined fur skins; coats 50 inches long; regularly \$75, Thursday... 59.00

MEN'S FUR COATS—Canadian con, evenly matched, thickly fur lined, soft and pliable, extra high storm collars, Italian quilted linings, 50 and 52 inches long; regularly \$80.00, Thursday... 62.50

FUR COATS—Genuine plucked beaver, size 42; regularly \$190.00, Thursday... 139.00

**T. EATON CO. LIMITED** 190 YONGE ST. TORONTO

Smoke  
**Old Gold**  
Cigarettes  
Sweet and Mild  
5c

**O'Keefe's**  
Extra Mild, Remember  
Many people would drink ale, in preference to all other malt beverages, if ale did not make them bilious.  
This O'K. brew is brewed especially for those people. It is extra mild and extra light, and lets you enjoy the creamy deliciousness of real old English ale without the heaviness and excessive bitterness.  
**O'Keefe's**  
Special Extra Mild ALE  
"The Beer that is always O.K."

**MICHIE'S** Extra Old Rye Whiskey is always of the same even quality and mellow flavor—none better.  
**Michie & Co.,**  
7 King St. West.

Nothing Too Good For the Irish.  
Guess that's why the Irish-Canadian chose the C.P.R. for their special train to Buffalo next Saturday, the day of the Longboat-Dorando race. The train leaves at 2 o'clock, return tickets \$2.00, and you will be welcome. Return special from Buffalo Saturday night, after the race. Remember, you need a C.P.R. ticket for the official train. The southwest corner of Queen and Niagara-streets may become the site of a branch postoffice.

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O. B. Shep

THE

Yonge

Delicious in Fancy box, Ice Cream, etc.

Japanese teas, lunche

Special Lau busy people. Open even